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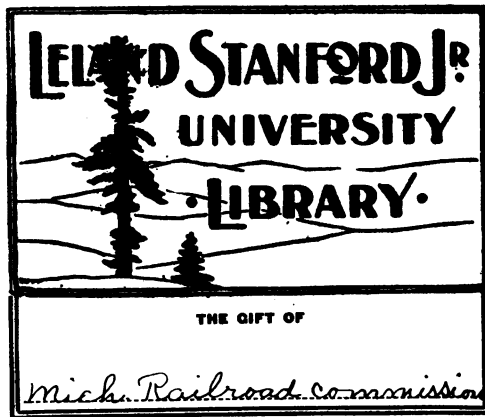
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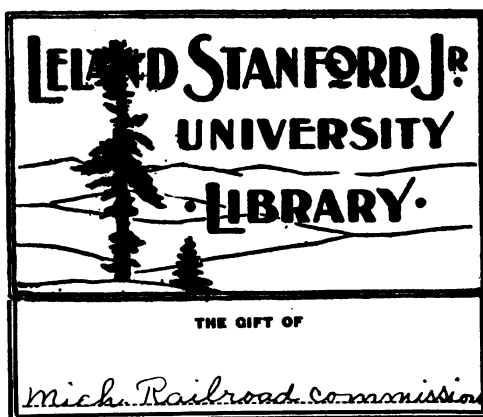
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EIGHTH

ANNUAL REPORT

OF THE

MICHIGAN RAILROAD COMMISSION

FOR THE

YEAR ENDING DECEMBER 31, 1914.

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COMPILATIONS FROM RAILROAD RETURNS ARE FOR THE YEAR ENDING  
JUNE 30, 1914.



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BY AUTHORITY

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## MICHIGAN RAILROAD COMMISSION.

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LAWTON T. HEMANS, Chairman.....Mason, Michigan.  
CASSIUS L. GLASGOW.....Nashville, Michigan.  
CHARLES S. CUNNINGHAM.....Detroit, Michigan.  
    Willard N. Sweeney, Secretary.....Bay City.  
    Frank F. Millard, Chief Clerk.....Detroit.  
    James Bice, Chief Inspecting Engineer.....Marquette.  
    E. A. Calkins, Statistician.....Mason.  
    C. B. Hall, Chief of Telephone Division.....Ann Arbor.  
        Offices of the Commission, Lansing, Mich.



## REPORT OF THE MICHIGAN RAILROAD COMMISSION.

*Hon. Woodbridge N. Ferris, Governor:*

The Michigan Railroad Commission herewith respectfully presents its Eighth Annual Report, showing briefly the work of the department for the year ending December 31, 1914, together with statistical and other information compiled from the reports of the common carriers under the jurisdiction of the Commission.

### NEW CONSTRUCTION.

The construction of new lines and extensions of existing railroads has gone forward during the year.

### STEAM RAILROADS.

On March 1, 1914, the Chicago, Milwaukee & St. Paul Railway commenced regular schedules of passenger service over 12.93 miles of new extension of line from Crystal Falls, Mich., to Iron River, Mich.

The Boyne City, Gaylord & Alpena Railroad, under the management of the Michigan Trust Company, Receiver, after a suspension of activities due to financial embarrassment, resumed the construction of its line east of Gaylord and on December 7 commenced the regular operation of passenger service over the thirty miles of road from Gaylord to Atlanta.

The Detroit, Bay City & Western Railroad Company, which reached Snover with its line in December, 1913; extended regular passenger service from Snover to Sandusky June 20, 1914. This company is proceeding with an extension of its line south of Sandusky toward Peck at the close of the year.

### ELECTRIC RAILWAYS.

The Detroit, Almont & Northern Railroad Company extended its line from Romeo to Almont. This company is a subsidiary of the Detroit United Railway and its property is operated by that company. Schedules for its operation went into effect July 1, 1914. The D. A. & N. Co. was proceeding with the extension of its road northerly to Imlay City at the close of the year.

The Gogebic & Iron Counties Railway & Light Company, which operates an interurban line from Bessemer, Mich., through Ironwood, Mich., to Jesseville, Wisconsin, 8.88 miles, having placed in operation more than five miles of interurban line, came under the jurisdiction of the Commission by virtue of Act No. 300 of the P. A. of 1909.

The Michigan Railway Company, which until March 24, 1914, has appeared in the records of this Commission as the Michigan & Chicago

Railway Company (having effected a change of its corporate name shortly before that date), is carrying on extensive construction operations in the state. On September 1, 1913, this company purchased of the Michigan Central Railway Company and Lake Shore & Michigan Southern Railway Company, the stockholders and virtual owners, that part of the Detroit, Toledo & Milwaukee Railroad between Battle Creek, Michigan, and Allegan, Michigan. The purchasing company has conducted the operations of this road as a steam road but are engaged in altering the line and are changing it to electric equipment. The Michigan Railway Company is also constructing a new line from Kalamazoo to Grand Rapids, intersecting the purchased road at Monteith Junction. While none of this road had been operated regularly as an electric railway at the close of the year, it was well advanced toward completion. When completed it will be a road that embodies the most modern details to secure speed, comfort and safety in electric travel. It will be a third rail line.

The Michigan Railway Company has also during the year completed the construction of a new line from Saginaw to Bay City on the east side of Saginaw River. This line was placed in operation April 10, 1914, and is a third rail system. At the close of the day April 30, 1914, the road, property and franchises of the Saginaw & Flint Railway also passed to the Michigan Railway Company and is operated in connection with its line from Saginaw to Bay City. The plans of this company, as heretofore sanctioned by the Commission, embrace the extension of their railway from Saginaw to Owosso, where they will connect with the road of the Michigan United Traction Company, which the Michigan Railway Company controls.

On March 27 the Commission approved the issue of stock by the Lakewood Street Railway Company to cover the cost of a small railway operated by gasoline motors, running from Lakewood Station on the P. M. R. R. to Fox Lake in Muskegon County. This company is organized under the Street Railway Act, and operates the road merely as a resort facility. It commenced to operate in the early summer of 1914.

#### RAILROADS ABANDONED.

The Commission on October 27, 1914, by order permitted the Manistee & Luther Railroad Company to remove all its tracks, extending from Eastlake to Eleanor, as is more fully published in Orders and Opinions Vol. 3 No. 3, page 97. This company operated to the close of November 30th, 1914. Shortly after this date the road was taken up.

#### CONSOLIDATIONS, REORGANIZATIONS, CONVEYANCES, ETC.

On January 20, 1914, the organization of the Michigan East & West Railway Company was perfected. This company was a reorganization which succeeded to the railroad property of the Manistee & Grand Rapids Railroad Company which was sold on foreclosure sale on November 24, 1913. The reorganization, capitalization and transfer of property in this transaction had been approved by the Michigan Railroad Commission on December 24, 1913.

On March 27, 1914, the Michigan Railroad Commission approved the



organization and capitalization of the Detroit, Toledo & Ironton Railroad Company, a reorganized company and successor, by conveyance, to the railroad, rights of way, franchises, leases and privileges of the Detroit, Toledo & Ironton Railway Company heretofore sold on foreclosure sale. The transfer of this railroad property to the new company became effective March 1, 1914.

As above recited with reference to the Michigan Railway Company, the Saginaw & Flint Railway conveyed its railway property, extending from Flint to Saginaw, to the Michigan Railway Company and ceased to be a common carrier after April 30, 1914.

Effective May 31, 1914, the Detroit & Mackinac Railway Company surrendered its lease of the Au Sable & Northwestern Railway and bought and received this property as a part of its corporate property.

On December 22, 1914, this Commission took action approving the consolidation of the Lake Shore & Michigan Southern Railway Company, and four of its proprietary organizations in this state: viz.—the Detroit & Chicago Railroad Company; Detroit, Monroe & Toledo Railroad Company; Kalamazoo & White Pigeon Railroad Company and The Northern Central Michigan Railroad Company; with the New York Central & Hudson River Railroad Company and five of its subsidiary corporations into a new corporation to be known as the New York Central Railroad Company. The Lake Shore & Michigan Southern Railway Company was one of the oldest operating corporations in the state, having taken that name in 1869 incident to a consolidation of the Michigan Southern and Northern Indiana Railroad Company with the Cleveland & Toledo Railroad Company, the Cleveland, Painesville & Ashtabula Railroad Company and the Buffalo & Erie Railroad Company. The Michigan Southern & Northern Indiana Railroad Company was also a consolidation formed in 1855 of the Michigan Southern Railroad Company and Northern Indiana Railroad Company. The Michigan Southern Railroad Company had been the original active corporation in this state. It was chartered by act of the legislature May 9, 1846, and by the terms of this act acquired the road known as the "Southern Railroad," which had been constructed by the state from 1838 to 1843 and was then operated by the state from Monroe to Hillsdale, 66 miles, together with a branch from Palmyra to Tecumseh, intersecting the main line at Lenawee Junction. The Lake Shore & Michigan Southern Railway has occupied a conspicuous place in the progress of Michigan and the corporate name so long associated with it is now passed to the domain of history. The Lake Shore & Michigan Southern Railway Company has long been controlled by the New York Central & Hudson River Railroad Company, and the corporate change will scarcely be reflected in the service to the public.

On June 26, 1914, this Commission approved the organization and capitalization of the Lansing Connecting Railroad Company, which has acquired and is extending an industrial railroad in the city of Lansing, from the Pere Marquette Railroad to the Grand Trunk Western Railway.

At the close of the calendar year 1914 the following railroads operating within the state are operated by receivers; viz: Boyne City, Gaylord & Alpena Railroad; Pere Marquette Railroad; Wabash Railroad; Wisconsin & Michigan Railway.

## ADJUSTMENT OF CLAIMS.

Refunds to shippers covering the application of erroneous rates, etc., in billing have been made through the Commission for the year 1914 to the amount of \$3,786.54. Of this amount \$2,810.81 represents formal reparation and \$975.73 informal reparation.

## ELECTRIC LIGHT AND POWER COMPANIES.

The Commission at the close of the year 1914 had on file the rates of 149 active operating electric light and power utilities. The utilities are operating, in so far as the information available to the Commission shows, in 385 towns, villages and cities. The Commission has disposed of numerous informal complaints relative to rates and services through the usual channels of correspondence or conference.

Concerning regulation: The Commission is engaged in promulgating a new set of rules and regulations outlining the form and manner of filing electric rate schedules. During the year the Commission had under consideration the question of uniform accounts for these utilities and by an order on December 18th adopted a Uniform System of Accounts for Electric Light and Power Utilities. This system is based on the "Standard Classification of Accounts" adopted by the National Electric Light Association in June, 1914, and follows that classification closely in theory, arrangement and text. This system of accounts was made effective January 1, 1915, and from and after that date an annual report will be required from utilities engaged in electric light and power business.

## TELEPHONE COMPANIES.

For the year 1914 blank reports were sent to 1,002 companies, of which 289 were incorporated companies and 713 were unincorporated companies. Of these companies 281 incorporated and 590 unincorporated made and filed their annual reports with this Commission. There is apparent need of more strictly enforcing that part of Act 206 of the Public Acts of 1913 which requires that annual reports shall be made by all telephone utilities in order that more complete statistics of telephone operations may be obtained.

Upon formal applications and hearings 53 orders were issued during the year which had direct application to telephone utilities, viz:

Stock issue .....	19	Amount.....	\$166,739
Stock increase .....	1	" .....	4,000
Bond issue .....	5	" .....	525,500
Bond sale .....	1	" .....	100,000
Property sale .....	6		
Physical connection .....	3		
Convenience and necessity.	2		
Rate increase .....	12		
Miscellaneous .....	4		

Actual results from existing telephone laws are being brought out. In addition to the above several hundred complaints have been adjusted by investigation and correspondence.

#### CROSSING PROTECTION.

During the year 54 orders were issued by the Commission pertaining to the crossing of railroad with railroad: 20 of these approved plans for crossing; 6 permitted minor grade crossings; 2 were for separation of grades; 11 authorized the use of approved interlocking devices, and 4 provided gate protection only. Some of the orders were of application only to certain details of installation or use. Highway crossing protection was ordered during the year in 29 instances: 2 applications were denied; 9 were protected by alarm bells; in 12 cases speed limits were fixed, and special orders issued for movements in certain cases or for removing obstacles, etc. The orders are hereinafter more particularly specified under, "Orders and Permits issued during the year." The increase of street traffic incident to automobile travel is materially increasing the occurrence of accidents at grade crossings and threatens to become a problem of regulation in the near future.

#### INFORMAL COMPLAINTS.

In addition to the regulations and complaints formally disposed of by the Commission, there has been as usual a large volume of complaints and minor regulations disposed of informally. A variety of matters, such as minor depot and station facilities, team tracks, railway fences, station stops for passenger trains, schedule of freight service so as to afford delivery of live stock or other perishable commodities without unnecessary delay, the providing of cars for the movement of commodities, the serviceable condition of equipment, etc., are adjusted by the Commission through the channels of correspondence or conference. Usually such minor matters are readily agreed to by the parties in interest, and a mutual adjustment effected, but even where a conflict of interests arises the Commission after investigation and examination are usually able through the medium of a conference to get amicable adjustment of the subject without the necessity of a formal complaint and hearing.

#### PERTAINING TO QUALIFIED TRAINMEN.

During the period January 1 to December 31, 1914, the following certificates were issued in accordance with the provisions of Act 187, Public Acts of 1911:

Conductors .....	17
Locomotive Engineers .....	99
Flagmen .....	95

#### FREE OR REDUCED RATE TRANSPORTATION.

Certificates issued during the year 1914 to persons actually engaged in securing immigrants under the provisions of Act 74, Public Acts of 1913:

Name.	Residence.	Date of Certificate.
Elroy E. Brown.....	Green Bay, Wis.....	January 20, 1914.
August Wallen.....	Ewen, Mich.....	January 23, 1914.
E. E. Johnston.....	Ontonagon, Mich.....	February 22, 1914.
G. M. Ferris.....	St. Louis, Mich.....	February 27, 1914.
B. H. Hellen.....	Chicago, Ill.....	March 20, 1914.
J. N. Galloway.....	Chicago, Ill.....	March 20, 1914.
J. Harry Goldie.....	Gaylord, Mich.....	March 24, 1914.
J. Frank Stevens.....	Star City, Mich.....	April 15, 1914.
Emil Peltoniemi.....	Hancock, Mich.....	December 1, 1914.
Lukas Stefanac.....	Calumet, Mich.....	December 18, 1914.

Respectfully submitted,  
**MICHIGAN RAILROAD COMMISSION,**  
**LAWTON T. HEMANS, Chairman**  
**C. L. GLASGOW,**  
**C. S. CUNNINGHAM,**  
Commissioners.

STATEMENT SHOWING EXPENSES OF THE MICHIGAN RAILROAD COMMISSION  
JANUARY 1, 1914 TO DECEMBER 31, 1914.

Commissioners .....	\$9,000 00
Secretary .....	2,000 00
Chief Inspecting Engineer .....	2,000 00
Inspectors .....	5,066 70
Statistician .....	1,400 30
Chief Clerk .....	1,500 00
Extra Clerks .....	4,549 84
Printing .....	1,648 08
Binding .....	201 66
Postage .....	715 63
Stationery .....	249 05
Express, Freight and Cartage .....	39 77
Telephone and Telegraph .....	460 58
Furniture .....	959 73
Supplies and Repairs .....	251 97
Per diem and services .....	509 50
Traveling expenses .....	1,303 93
Reports .....	183 58
Fees .....	25 00
Revenue stamps .....	11 00
Rent .....	1,762 85
Subscription .....	39 00
<b>Total .....</b>	<b>\$33,878 17</b>
Received from sale of maps .....	\$250 80
Received from fees .....	108 88
	<b>\$359 68</b>

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STOCKS, BONDS, NOTES AND OTHER EVIDENCES  
OF INDEBTEDNESS AUTHORIZED

BY THE

MICHIGAN RAILROAD COMMISSION

DURING THE YEAR 1914.

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# STEAM AND ELECTRIC RAILROADS.

Date.	Name of applicant.	Character.	Amount.	Remarks.
Feb. 27	Michigan & Chicago Railway Co.....	Notes.....	\$8,000,000	
Mar. 4	Michigan & Chicago Railway Co.....	Stock.....	400,000	
Mar. 4	Michigan & Chicago Railway Co.....	Bonds.....	1,250,000	
Mar. 4	Lakewood Street Railway Company.....	Stock.....	28,000	
Jan. 27	Escanaba Traction Company.....	Bonds.....	225,000	
Jan. 22	Minneapolis, St. Paul and Sault Ste. Marie Railway Co.....	Bonds.....	1,947,000	
Jan. 21	Chicago, Milwaukee & St. Paul Ry.....	Bonds.....	30,000,000	
Jan. 20	Detroit United Railway.....	Notes.....	2,000,000	
Mar. 10	Detroit River Tunnel Company.....	Bonds.....	2,000,000	
Mar. 14	Detroit, Toledo & Ironton R. R.....	Stock.....	12,500,000	
		Bonds.....	10,000,000	
April 10	The Ann Arbor Railroad Co.....	Notes.....	1,000,000	
April 14	Detroit, Toledo & Ironton R. R.....	Equipment..	250,000	
April 16	New Buffalo & Lakeside R. R.....	Stock.....	100,000	
April 22	The Ann Arbor Railroad Co.....	Bonds.....	328,000	
June 9	Chicago & Northwestern Ry. Co.....	Bonds.....	29,715,000	
June 17	Detroit United Railway.....	Bonds.....	50,000	
June 17	Detroit & Pt. Huron Shore Line Ry.....	Bonds.....	603,000	
June 17	Detroit, Bay City & Western R. R.....	Bonds.....	68,000	
June 26	Lansing Connecting Railroad Co.....	Stock.....	50,000	Incorporation.
May 5	Iron River, Stambaugh and Crystal Falls Street Ry. Co.....	Stock.....	300,000	Incorporation.
Sept. 15	Michigan United Railways Company.....	Bonds.....	18,000	
Sept. 15	Michigan United Railways Company.....	Bonds.....	698,000	
Sept. 15	Michigan United Railways Company.....	Bonds.....	89,000	
July 10	Detroit, Pontiac & Owosso Railway.....	Stock.....	50,000	Incorporation.
Sept. 3	Saginaw-Bay City Railway Company.....	Bonds.....	340,000	
Dec. 3	Albion, Charlotte & Northern Ry.....	Stock.....	100,000	Incorporation.
Dec. 15	Lake Shore & Michigan Southern Ry.....	Bonds.....	100,000,000	
	Total.....		\$202,104,000	

## ANNUAL REPORT.

## TELEPHONE COMPANIES.

Date.	Name of applicant.	Character.	Amount.	Remarks.
Mar. 4	Valley Home Telephone Company .....	Bonds .....	\$80,000	
Mar. 24	Crowell Telephone Company .....	Stock .....	25,000	Incorporation.
Mar. 17	Munith Telephone Company .....	Stock .....	1,000	Incorporation.
Mar. 13	West Antrim Telephone Company .....	Stock .....	1,005	Incorporation.
Mar. 13	West Shore Line Rural Telephone Co. ....	Stock .....	2,000	Incorporation.
Mar. 13	Home Telephone Company of Palo .....	Stock .....	500	
Mar. 13	Marshall & Lee Telephone Company .....	Stock .....	330	Incorporation.
Mar. 13	Suttons Bay Telephone Company .....	Stock .....	4,950	Incorporation.
Mar. 4	Citizens Telephone Company .....	Bonds .....	27,500	
Jan. 14	Baroda Telephone Company .....	Stock .....	25,000	Incorporation.
April 2	Shafteburg & Williamston Tel. Co. ....	Stock .....	750	Incorporation.
April 9	Allendale Telephone Company .....	Stock .....	4,000	Increase.
May 14	Brookfield Mutual Telephone Co. ....	Stock .....	504	Incorporation.
May 15	Livingston County Mutual Tel. Co. ....	Stock .....	10,000	
May 15	Onaway-Aipena Telephone Company .....	Bonds .....	58,000	
May 19	Stockbridge-Munith Central Tel. Co. ....	Stock .....	1,000	
June 3	Iosco & Arenac County Telephone Co. ....	Stock .....	1,500	Incorporation.
July 23	Honor Rural Telephone Co., No. 1 .....	Stock .....	1,000	Incorporation.
July 23	Sunnyside Mutual Telephone Co. ....	Stock .....	700	Incorporation.
Sept. 1	Farmers Telephone Co. of Dundee and Asalia .....	Bonds .....	15,000	
Sept. 2	Citizens Telephone Company .....	Bonds .....	100,000	
Sept. 29	Birch Run Telephone Company .....	Stock .....	5,000	
Sept. 29	Valley Home Telephone Company .....	Stock .....	65,000	
Nov. 10	Seofield Telephone Company .....	Stock .....	2,000	Incorporation.
Dec. 18	Southern Michigan Telephone Co. ....	Bonds .....	350,000	
Dec. 24	Consolidated Telephone Company .....	Bonds .....	2,500	
Dec. 30	Long Lake Farmers Telephone Co. ....	Stock .....	1,000	Incorporation.
Dec. 30	Alba Telephone Company .....	Stock .....	4,000	Incorporation.
	Total .....		\$769,239	



MICHIGAN RAILROAD COMMISSION.

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LIGHT, GAS, WATER AND POWER COMPANIES.

Date.	Name of applicant.	Character.	Amount.	Remarks.
Mar. 27	Michigan Power Company.....	Bonds.....	\$12,000	Incorporation.
Mar. 24	Gratiot County Gas Company.....	Stock.....	30,000	
Mar. 20	Au Sable Electric Company.....	Bonds.....	459,000	
Mar. 10	Commonwealth Power Company.....	Bonds.....	189,000	
Mar. 10	Consumers Power Company.....	Bonds.....	4,000	
Mar. 10	Economy Power Company.....	Bonds.....	5,000	
Mar. 10	Bay City Power Company.....	Bonds.....	1,000	
Mar. 10	Saginaw Power Company.....	Bonds.....	14,000	
Mar. 10	Flint Electric Company.....	Bonds.....	4,000	
Mar. 10	Pontiac Power Company.....	Bonds.....	2,000	
Mar. 10	Grand Rapids-Muskegon Power Co.....	Bonds.....	189,000	Incorporation.
Mar. 10	Au Sable Electric Company.....	Bonds.....	14,000	
Feb. 10	Brighton Light & Power Company.....	Stock.....	8,000	
Feb. 10	Big Rapids Gas Company.....	Bonds.....	5,000	
Feb. 10	Big Rapids Gas Company.....	Notes.....	15,000	
Jan. 30	Michigan Light Company.....	Com. Stock.....	3,000,000	Incorporation.
Jan. 20	Rogers City Electric Light and Power Company.....	Pref. Stock.....	2,144,000	
Jan. 6	The Detroit Edison Company.....	Stock.....	10,000	
Jan. 6	The Detroit Edison Company.....	Stock.....	10,000,000	
Jan. 6	The Detroit Edison Company.....	Bonds.....	3,400,000	
April 3	Port Huron Gas & Electric Co.....	Stock.....	1,200,000	Incorporation.
May 5	Gratiot County Gas Company.....	Bonds.....	2,000,000	
May 12	Chippewa Edison Company.....	Bonds.....	85,000	
May 12	Chippewa Edison Company.....	Stock.....	50,000	
May 27	Allegan County Gas Company.....	Bonds.....	27,500	
May 27	Grand Haven Gas Company.....	Bonds.....	10,000	Incorporation.
May 28	Continental Utilities Co.....	Stock.....	50,000	
June 3	Osceola Light & Power Company.....	Bonds.....	50,000	
June 3	Osceola Light & Power Company.....	Bonds.....	80,000	
June 12	Oakland Power Company.....	Stock.....	100,000	
June 17	Menominee & Marinette Light and Power Company.....	Stock.....	250,000	Increase.
July 3	Benton Harbor-St. Joseph Gas and Fuel Company.....	Bonds.....	22,000	
July 3	Calhoun Gas Company.....	Stock.....	610,000	
July 3	Calhoun Gas Company.....	Bonds.....	400,000	
July 7	Eastern Michigan Edison Co.....	Bonds.....	535,000	
July 23	Schoolcraft County Power Co.....	Stock.....	5,000	Incorporation.
July 23	Plymouth & Northville Gas Co.....	Stock.....	20,000	
Aug. 4	Holland City Gas Company.....	Bonds.....	49,500	
Aug. 7	Ironwood Gas Company.....	Bonds.....	200,000	
Aug. 7	Iron Mountain Light & Fuel Co.....	Bonds.....	25,000	
Aug. 13	River Raisin Hydro-Electric Co.....	Stock.....	60,500	Incorporation.
Aug. 14	Grand Rapids Gas Light Co.....	Bonds.....	1,575,000	
Sept. 17	Marquette County Gas & Elec. Co.....	Bonds.....	15,000	
Sept. 18	Dundee Power Company.....	Stock.....	30,000	
Sept. 18	Dundee Power Company.....	Bonds.....	30,000	
Sept. 22	Saginaw Power Company.....	Bonds.....	10,000	
Sept. 22	Pontiac Power Company.....	Bonds.....	2,000	
Sept. 22	Consumers Power Company.....	Bonds.....	1,000	
Sept. 22	Economy Power Company.....	Bonds.....	6,000	
Sept. 22	Commonwealth Power Company.....	Bonds.....	131,000	
Sept. 22	Bay City Power Company.....	Bonds.....	9,000	
Sept. 22	Au Sable Electric Company.....	Bonds.....	272,000	
Sept. 22	Flint Electric Company.....	Bonds.....	9,000	
Sept. 22	Grand Rapids-Muskegon Power Co.....	Bonds.....	81,000	
Aug. 7	Ionis Water Power Electric Co.....	Bonds.....	75,000	
July 31	Carroll Light & Heat Company.....	Stock.....	25,000	Increase.
Oct. 2	Monroe Gas Light & Fuel Co.....	Bonds.....	25,000	
Nov. 2	The Electric Light & Power Co., of Munising.....	Bonds.....	27,000	
Nov. 11	Elk Electric Company.....	Stock.....	10,000	
Nov. 12	The Detroit Edison Company.....	Bonds.....	2,600,000	
Dec. 3	Dowagiac Light & Power Company.....	Stock.....	75,000	Incorporation.
Dec. 15	Sault Ste. Marie Gas & Elec. Co.....	Stock.....	80,000	
Dec. 15	Sault Ste. Marie Gas & Elec. Co.....	Bonds.....	125,000	
Dec. 24	Flymouth & Northville Gas Co.....	Bonds.....	30,000	
Dec. 24	Flymouth & Northville Gas Co.....	Bonds.....	30,000	
	Total.....		\$30,577,500	

## ANNUAL REPORT.

## MISCELLANEOUS PUBLIC UTILITIES.

Date.	Name of applicant.	Character.	Amount.	Remarks.
Jan. 14	National Cartage Company.....	Stock.....	\$2,500	Incorporation.
Feb. 20	Loneby Steamship Company.....	Stock.....	100,000	Incorporation.
Mar. 18	Wagner Storage Company.....	Stock.....	12,000	Incorporation.
April 10	Thomas Wright Trucking Company.....	Stock.....	5,000	Incorporation.
May 12	Port Huron & Duluth Steamship Co.....	Stock.....	100,000	Increase.
May 15	H. J. Lupton Truck Company.....	Stock.....	15,000	Incorporation.
May 15	E. T. Towar Company.....	Stock.....	10,000	Incorporation.
May 28	St. Joseph-Chicago Steamship Co.....	Stock.....	70,000	Incorporation.
June 17	Escanaba & Garden Bay Trans. Co.....	Bonds.....	100,000	
		Stock.....	10,000	Incorporation.
Mar. 31	Saginaw Heating Company.....	Stock.....	15,000	Incorporation.
July 9	Buckeridge Cartage Company.....	Stock.....	3,500	
July 9	Hackett Salvage & Transportation Co.....	Stock.....	5,000	
Sept. 17	Bell Cartage Company.....	Stock.....	1,000	
Oct. 16	Aetna Moving & Storage Company.....	Stock.....	5,000	
Nov. 27	Ford Taxi Line Company.....	Stock.....	1,000	Incorporation.
Dec. 24	Dumond Coal & Cartage Company.....	Stock.....	2,500	
Dec. 24	Detroit Transfer Company.....	Stock.....	1,000	
	Total.....		\$458,500	

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ACCIDENTS ON RAILROADS IN MICHIGAN  
DURING THE YEAR 1914.

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# REPORT OF ACCIDENTS ON RAILROADS.—CALENDAR YEAR 1914.

Location.	Killed.				Injured.				Total.	
	Employees.	Passengers.	Trespassers.	Others.	Employees.	Passengers.	Trespassers.	Others.	Killed.	Injured.
At stations or loading platforms.....				1	3	5	1	1	1	10
Coupling or uncoupling cars.....	4				50				4	50
Collision.....	12	7	1		109	386	2	5	20	502
Derailment.....	4		1	1	38	135	5	10	6	188
Defect or failure of roadway or equipment.....	2			1	43	38	1	2	3	84
Falling from locomotive or cars.....	7	1	15		122	22	26		23	170
Getting on or off cars.....	1	1	1	1	37	225	3	2	4	267
Grade crossing.....	1			64	12	12		137	65	161
Handling freight or baggage.....					45			1		46
Jumping on or off locomotive or cars.....		2	4	1	64	17	26	1	7	108
Overhead or side obstruction.....					26	1	1	1		29
Parting of trains.....			1		8		1		1	9
Repairing track or roadbed.....					56					56
Switching.....	1				23	1	1	4	1	29
Struck by locomotive or cars.....	21	2	125	44	52	7	98	294	192	451
Miscellaneous.....	3		1	1	364	45	9	6	5	424
Total.....	56	13	149	114	1,052	804	174	464	332	2,584

## Money damage:

To track..... \$23,627 29

To equipment..... 235,007 23

Total..... \$258,634 52

Total accidents..... 2,383



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**ORDERS AND PERMITS ISSUED DURING  
THE YEAR 1914.**

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## WIRE PERMITS ISSUED BY THE MICHIGAN RAILROAD COMMISSION.

No.	Date.	Issued to.	To cross tracks of.	Location.	Description.
F-6753	Jan. 2	Michigan State Telephone Co.	D. & M. Ry.	Court and Elm Streets, Tawas City	10 telephone wires.
F-6759	Jan. 2	Peninsular Electric Light Co.	D. T. R. R.	Davidson North Road, Detroit	2, 4000 v. wires.
F-6760	Jan. 2	Ogemaw Telephone Co.	D. & M. Ry.	Between Sec. 31 & 32 T. 24 N. R. 3 E. Rose T. Ogemaw county.	2 telephone wires.
F-6761	Jan. 7	Exter Telephone Association.	D. T. & I. Ry.	Second and third crossings north of Scofield	2 telephone wires.
F-6762	Jan. 7	Peninsular Electric Light Co.	G. T. Ry.	Oakland Ave. opposite McLean Ave., Highland Park	3, 4800 v. wires.
F-6763	Jan. 7	Peninsular Power Co.	C. & N. W. Ry.	Section 19-42-33, near Mastadon, S. W. corner of N. E. 1.	one 6600 v. cable; 1 No. 2 copper clad steel ground wire.
F-6764	Jan. 8	Teumseh Electric Co.	Wabash Railroad.	Britton, two crossings	3, 2300 v. wires.
F-6765	Jan. 8	Teumseh Electric Co.	D. T. & M.	Britton, two crossings	3, 2300 v. wires.
F-6766	Jan. 10	Grand Rapids-Muskegon Power Co.	P. M. C. R. R.	Sparks, 200 feet south of Garden street	3, 480 v. wires; 3, 240 v. wires.
F-6767	Jan. 13	Eastern Michigan Edison Co.	M. C. R. R.	Warren	3, 4800 v. wires.
F-6768	Jan. 23	L. N. McClellan	D. T. Ry.	Gregory, Main Street	2, 110 v. wires.
F-6769	Jan. 23	Michigan State Telephone Co.	D. T. R. R.	Detroit, Oakland Ave. Hamilton Blvd. 12 Street.	1, 50 pr. cable, 20 wires; 1, 200 pr. cable, 20 wires; 1, 50 pr. cable, 20 wires, respectively
F-6770	Jan. 23	Michigan State Telephone Co.	G. T. R. R.	Mt. Clemens, Hubbard St., west of Moross St.	1, 25 pr. cable, 20 wires.
F-6771	Jan. 26	Grand Rapids-Muskegon Power Co.	P. M. R. R.	Grant, Bailey, Casnovia, etc.	Various wires.
F-6772	Jan. 27	New Way Knitting Co.	P. M. R. R.	Williamston, 30 rods west of depot.	2, 2200 v. wires.
F-6773	Jan. 28	Union Telephone Co.	A. A. R. R.	Shawassee Township line next to Section 36 Caledonia T.	10 pr. telephone wires.
F-6774	Feb. 5	Grand Rapids-Muskegon Power Co.	P. A. M. R. R.	Muskegon Heights, two crossings	Various wires.
F-6775	Feb. 16	Union Telephone Co.	G. T. R. R.	Between Sec. 36 Caledonia T. & Sec. 1, Shiawassee T.	10 pr. telephone wires.
F-6776	Feb. 16	Anderson Brothers.	K. L. S. & C.	Hartford, Michigan near Center street.	2, 2200 v. wires.
F-6777	Feb. 16	Home Telephone Co.	C. N. R. R.	Addison Junction, 1st crossing south and 1st crossing north.	10 telephone wires.
F-6778	Feb. 25	Bay City Power Co.	M. C. & G. T. R. R.	Muskegon, Franklin north of Western Ave.	2, 240 wires.
F-6779	Feb. 25	Grand Rapids-Muskegon Power Co.	P. M. R. R.	Bay City, Raymond Ave., West Ivy.	3, 2300 v. wires.
F-6780	Feb. 25	Peninsular Electric Light Co.	D. T. R. R.	Detroit, West of Connor's Creek bet. Charlevoix & Waterbo.	3, 4800 v. wires.
F-6781	Feb. 26	North Street Telephone Co.	M. C. R. R.	One mile north of Atkins.	2 telephone wires.
F-6782	Feb. 26	Village of Wakefield.	C. & N. W. R. R.	Wakefield, Sunday Lake and Putnam Streets.	2, 2300 v. and 3, 110 v. wires.
F-6783	Feb. 26	Michigan State Telephone Co.	D. B. C. & W.	Hampton Township bet. Sec. 28 and 29.	10 telephone wires.
F-6784	Feb. 27	Michigan State Telephone Co.	M. C. R. R.	Munger	1, 50 pr. cable.
F-6785	Mar. 2	Homer Telephone Co.	L. S. & M. S. R. R.	Galsburg, Pearl Street.	10 telephone wires.
F-6786	Mar. 2	Eastern Michigan Edison Co.	P. M. R. R.	Devil's Lake, west of depot.	1, 50 pr. cable.
F-6787	Mar. 2	Michigan State Telephone Co.	D. T. R. R.	New Boston, one half mile south of.	3, 2300 v. wires.
F-6788	Mar. 9	Michigan State Telephone Co.	L. S. M. S. R. R.	Shoemaker Road near St. Jean Ave., Detroit	10 telephone wires.
F-6789	Mar. 10	Homer Telephone Co.	G. T. R. R.	Monroe, on Dunbar Road 1 mile south.	10 telephone wires.
F-6790	Mar. 10	Dryden Telephone Co.	L. S. M. S. R. R.	Dryden, on the south side of the street.	10 telephone wires.
F-6791	Mar. 12	Village of Clifford.	P. M. R. R.	Main Street, Clifford	4, 115 v. wires.
F-6792	Mar. 13	Peninsular Electric Light Co.	P. M. R. R.	Detroit, West of 3rd, north of Holden Ave.	3, 240 v. wires.
F-6793	Mar. 17	Grand Rapids-Muskegon Power Co.	P. M. R. R.	Kent City, north side of State street.	3 cables 10,000 v.
F-6794	Mar. 17	Ausable Electric Co.	D. & M. R. R.	Oscoda Township, two crossings.	3 cables 40,000, v. 2 telephone wires.
F-6795	Mar. 17	Michigan State Telephone Co.	L. S. & M. S. R. R.	Gun Plains Township, W. 1/2 of N. W. 1/4 19.	10 telephone wires.
F-6796	Mar. 17	Michigan State Telephone Co.	M. C. R. R.	Williams Township, bet. Sec. 23 and 24	6, 480 v. wires.
F-6797	Mar. 18	Grand Rapids-Muskegon Power Co.	P. M. R. R.	Muskegon Heights, Peck & Manhan Aves	Various wires, 10,000 v. and 2, 200 v.
F-6798	Mar. 18	Kalkaska Light & Power Co.	P. M. R. R.	Various crossings	3, 2200 v. wires.
F-6799	Mar. 27	Frugate Power Co.	P. M. R. R.	River St., Whitehall, Mich. and Bridge St., Montague, Mich.	10 telephone wires.
F-6800	Mar. 27	Michigan State Telephone Co.	D. T. R. R.	Detroit, Connor's Lane.	2, 110 v. wires.
F-6801	Mar. 27	Eastern Michigan Edison Co.	P. M. R. R.	Memphis, Main St.	10 telephone wires.
F-6802	Mar. 28	Citizen's Telephone Co.	P. M. R. R.	Between Sec. 15 and 16, Maple Valley Township.	



F-6803	April 2	Michigan State Telephone Co.	A. A. R. R.	Ann Arbor, Summit St.	40 telephone wires.
F-6804	April 2	Michigan State Telephone Co.	A. A. R. R.	Mt. Pleasant, Broadway St.	1, 25 pr. cable and 10 telephone wires.
F-6805	April 4	Michigan State Telephone Co.	A. A. R. R.	Detroit.	1, 200 pr. cable.
F-6806	April 7	Grand Rapids-Muskegon Power Co.	P. M. R. R.	Muskegon and Muskegon Heights.	6, 480 v. wires and 3, 480 v. wires respectively.
F-6807	April 8	Commonwealth Power Co.	P. M. R. R.	Kalamazoo, Frank St.	3, 120-240 v. wires.
F-6808	April 8	Commonwealth Power Co.	K. & I. Ry.	Kalamazoo, near Vegetable Parchment Co.	3, 120-240 v. wires and 3, 440 v. wires.
F-6809	April 10	Benton Harbor-St. Joe Ry. & Lk. Co.	C. K. & S. R. R.	Benton Harbor, 9th street.	3, 2300 v. wires and 3, 220 v. wires.
F-6810	April 10	Eastern Michigan Edison Co.	M. C. R. R.	On Township line bet. VanBuren and Romulus T., Wayne Co.	3, 2300 v. wires.
F-6811	April 14	Grand Rapids-Muskegon Power Co.	Wabash	Muskegon, Peck St.	2, 4000 v. wires and 3, 240 v. wires.
F-6812	April 14	Grand Rapids-Muskegon Power Co.	G. T. R. R.	Bay City, Melton St.	10 telephone wires.
F-6813	April 14	Michigan State Telephone Co.	D. T. & M. R. R.	Ridgeway.	2, 2300 v. wires and 2, 110 v. wires.
F-6814	April 14	Cass County Home Telephone Co.	M. C. R. R.	Decatur, 2 miles west of.	6 telephone wires.
F-6815	April 14	Michigan State Telephone Co.	C. & N. W. R. R.	Menominee, 6 different places on State St.	1, 100 pr. cable.
F-6816	April 20	D. Gratz & Son.	L. S. & M. S. R. R.	Tecumseh, Pearl St. and one mile south.	3, 2300 v. wires.
F-6817	April 23	Commonwealth Power Co.	L. S. & M. S. R. R.	Kalamazoo, Porter St.	2, 120 v. wires and 3, 440 v. wires.
F-6818	April 23	Michigan State Telephone Co.	C. M. & S. P. R. R.	Kalamazoo, Porter St.	1, 50 pr. cable.
F-6819	April 23	Thornapple Gas & Electric Co.	M. C. R. R.	Menominee, Stevenson Ave.	3, 250 v. wires.
F-6820	April 25	Michigan State Telephone Co.	M. C. R. R.	Hastings.	10 telephone wires.
F-6821	April 25	City of Detroit.	G. T. R. R.	Bay City, Melton St.	2, 6600 v. wires.
F-6822	April 28	Eastern Michigan Edison Co.	A. A. R. R.	Detroit, Dequindre St.	3, 2300 v. wires and 2 light wires.
F-6823	April 28	Michigan State Telephone Co.	L. S. & M. S. R. R.	Milan, Division St.	10 telephone wires.
F-6824	April 29	Peninsular Electric Light Co.	G. T. R. R.	Kalamazoo, Porter St.	5, 240 v. wires.
F-6825	May 1	Citizen's Telephone Co.	A. A. R. R.	Bagnall, Humboldt Ave.	10 telephone wires.
F-6826	May 6	Blissfield Telephone Co.	L. S. & M. S. R. R.	Conway.	2 telephone wires.
F-6827	May 6	Cheboygan Electric Light & Power Co.	G. R. & I. R. R.	Mulberry, Kalamazoo and Pearl St., Marshall.	3, 12000 v. wires.
F-6828	May 7	Michigan State Telephone Co.	M. C. R. R.	Birchwood.	20 telephone wires.
F-6829	May 7	Cheboygan Electric Light & Power Co.	M. C. R. R.	Jackson, Johnson St.	2, 2200 v. wires.
F-6830	May 7	Cheboygan Electric Light & Power Co.	M. C. R. R.	Jackson, four crossings.	1, 5000 v. wires.
F-6831	May 8	Commonwealth Power Co.	M. C. & L. S. & M. S.	Howell, Dearborn St.	3, 5000 v. wires.
F-6832	May 11	Michigan State Telephone Co.	P. M. R. R.	One mi. south Mt. Clemens and on T. line bet. Clinton & Ma-	1, 25 pr. cable and 20 telephone wires.
F-6833	May 21	Eastern Michigan Edison Co.	G. T. R. R.	comb.	3, 23000 v. wires.
F-6834	May 21	Michigan State Telephone Co.	P. M. R. R.	Bet. Sec. 31 and 32, Clyde Township, St. Clair Co.	10 telephone wires.
F-6835	May 27	Grand Rapids-Muskegon Power Co.	G. R. & I.	Cedar Springs.	2, 120 v. wires.
F-6836	May 27	Marquette County Gas & Electric Co.	C. & N. W. & D. S. & A.	On highway between Negaunee and Palmer.	3, 220 v. wires.
F-6837	May 27	Eastern Michigan Edison Co.	Rys.	Various crossings.	3, 110 v. wires.
F-6838	May 27	Michigan State Telephone Co.	Wabash	Niles, various crossings.	Various wires.
F-6839	May 27	Michigan State Telephone Co.	C. C. & St. L.	Niles, nine crossings.	1 lead cable.
F-6840	June 3	Michigan State Telephone Co.	M. C. R. R.	Detroit, Holbrook Ave.	300, 4600 v. overhead wires.
F-6841	June 3	Peninsular Electric Light Co.	G. T. R. R.	Corunna, Shiawassee Ave.	3, 11000 v. wires.
F-6842	June 3	Consumer's Power Co.	G. T. R. R.	Marshall, Spruce St.	3, 4000 v. wires.
F-6843	June 3	Ausable Electric Co.	D. & M. R. R.	Rogers City, 5 crossings on second St.	4, 2300 v. wires.
F-6844	June 3	Rogers City Electric Light & Power Co.	M. C. R. R.	Howell, National Ave.	10 telephone wires.
F-6845	June 3	Michigan State Telephone Co.	A. A. R. R.	Various crossings.	Various wires.
F-6846	June 3	Peninsular Power Co.	C. & N. W. & C. M. & St. P. Rys.	Albion, Hannal St.	4, 240 v. wires.
F-6847	June 4	Commonwealth Power Co.	M. C. R. R.	Albion, Ionia St.	3, 2300 v. wires; 3, 480 v. wires.
F-6848	June 5	Commonwealth Power Co.	L. S. & M. S. Ry.	Saginaw, Johnson and Westervelt St.	20 telephone wires.
F-6849	June 6	Michigan State Telephone Co.	M. C. R. R.	Grand Haven, Elliott St.	40 telephone wires.
F-6850	June 9	Michigan State Telephone Co.	P. M. R. R.	Detroit, one on Franklin and one on Dequindre St.	3, 480 v. wires.
F-6851	June 9	Peninsular Electric Light Co.	G. T. R. R.	Albion, Burr Oak St.	3, 115-230 v. wires.
F-6852	June 9	Commonwealth Power Co.	L. S. & M. S. R. R.	Munitz, Henrietta St.	20 telephone wires.
F-6853	June 12	Home Telephone Co.	G. T. R. R.		

## WIRE PERMITS—Continued.

No.	Date.	Issued to.	To cross tracks of.	Location.	Description.
F-6853	June 12	Eastern Michigan Edison Co.	M. C. R. R.	Superior T. 2 miles west of Ypsilanti.	3, 23,000 v. wires.
F-6854	June 15	Board of Light & Water Commissioners.	I. S. & M. S. R. R.	Kalamazoo, 6 crossings.	Various wires.
F-6855	June 17	Consolidated Telephone Co.	P. M. & E. R. R.	W. 1/4 of N. W. 1/4 Sec. 19, Gun Plains T., Allegan Co.	1 telephone wire.
F-6856	June 17	Ausable Electric Co.	I. S. & M. S. R. R.	1 mile north of Maunton	2 telephone wires.
F-6857	June 17	Greenwood Telephone Co.	C. T. & W. R. R.	1 mile north of Maunton	3 telephone wires.
F-6858	June 22	Grand Rapids-Muskegon Power Co.	C. T. & W. R. R.	1 mile north of Maunton	3, 450 v. wires.
F-6859	June 22	Pennsular Electric Light Co.	C. T. & W. R. R.	1 mile north of Maunton	2, 230 v. wires.
F-6860	June 22	Edison Mining Company	C. T. & W. R. R.	1 mile north of Maunton	2, 110 v., 3, 220 v., and 2 telephone wires.
F-6861	June 30	Tecumseh Electric Co.	C. T. & W. R. R.	1 mile north of Maunton	2, 230 v. wires.
F-6862	June 30	Eastern Michigan Edison Co.	C. T. & W. R. R.	1 mile north of Maunton	2, 230 v. wires.
F-6863	July 2	Consumers' Power Co.	C. T. & W. R. R.	1 mile north of Maunton	10 telephone wires.
F-6864	July 2	Eastern Michigan Edison Co.	C. T. & W. R. R.	1 mile north of Maunton	3, 450 v. wires.
F-6865	July 8	Michigan State Telephone Co.	M. C. R. R.	1 mile north of Maunton	2, 230 v. wires.
F-6866	July 9	Michigan State Telephone Co.	M. C. R. R.	1 mile north of Maunton	20 telephone wires.
F-6867	July 9	Eastern Michigan Edison Co.	M. C. R. R.	1 mile north of Maunton	3, 4, 600 v. wires, and 3, 22,000 v. wires.
F-6868	July 13	Caro Light & Power Co.	M. C. & D. B. C. & W. R. R.	Orion, Long Lake Highway	2, 2300 v. wires.
F-6869	July 13	Citizen's Telephone Co.	P. M. & E. R. R.	Caro	4 telephone wires.
F-6870	July 22	Flint Electric Co.	C. T. & W. R. R.	Kent County, Paris Twp. S. W. 1/4 of Sec. 9	3, 500 v., 3, 550 v., and 3, 2500 v. wires.
F-6871	July 22	Flint Electric Co.	C. T. & W. R. R.	Plant, Avon St. and Rinefield Road	1, 2400 v. and 3, 220 v. wires.
F-6872	July 27	Valley Home Telephone Co.	P. M. & E. R. R.	Schlesing Rd. highway north of depot.	10 telephone wires.
F-6873	July 27	Bozeman River Electric Light & Power Co.	M. & V. E. R. R.	Bay Shore Rd.	These phase 2500 volt line.
F-6874	July 27	Bay City Electric Light Dept.	C. T. & W. R. R.	Bay City at White and Williams St.	6, 2300 v. wires.
F-6875	July 27	Eastern Michigan Edison Co.	A. T. & W. R. R.	Ann Arbor at Wright St.	3, 2300 v. wires.
F-6876	July 28	Pennsular Electric Light Co.	P. M. & E. R. R.	Greenfield Twp.	3, 2300 v. wires.
F-6877	Aug. 1	Pennsular Electric Light Co.	M. C. R. R.	Greenfield Twp.	3, 400 v. wires.
F-6878	Aug. 1	Michigan State Telephone Co.	Lansing & Ann Arbor	Detroit, on Transit Ry. north of Guoin St.	10 telephone wires.
F-6879	Aug. 1	Harbor Springs Bd. of Public Works	C. T. & W. R. R.	Townsend Road	2, 2300 v. wires.
F-6880	Aug. 4	Rogers City Electric Light & Power Co.	D. T. & W. R. R.	Rogers City, Ave crossings	4, 2300 v. wires, 3 secondary wires.
F-6881	Aug. 5	Pennsular Electric Light Co.	C. T. & W. R. R.	Maek Ave., Gratiot Twp., Wayne Co.	6, 2300 v. wires.
F-6882	Aug. 5	Pennsular Electric Light Co.	C. T. & W. R. R.	Over Maekadon and Dumme Mine tranches	3, 2300 v. wires.
F-6883	Aug. 5	Pennsular Electric Light Co.	C. T. & W. R. R.	Adrian, Ben Oak Ave.	3, 2300 v. wires.
F-6884	Aug. 6	Citizen's Light & Power Co.	C. T. & W. R. R.	Detroit, Mt. Olivet Cemetery, VanDike Road	6, 2300 v. wires, 3, 100-200 v. wires.
F-6885	Aug. 11	Citizen's Telephone Co.	C. T. & W. R. R.	Bartlett Creek, Burchard St.	20 telephone wires.
F-6886	Aug. 11	Michigan State Telephone Co.	C. T. & W. R. R.	Bay City, Jenny and S. William St.	2, 2300 v. wires.
F-6887	Aug. 11	Detroit Construction Co.	L. S. & M. S. R. R.	Fenton, at highway northwest of Lansing, Wall St. and Clinton St.	3, 2300 v. wires.
F-6888a	Aug. 17	Bd. of Water & Electric Light Commrs.	L. S. & M. S. R. R.	North of La Plaisance Road, Monroe Co.	5, 3300 v. wires.
F-6887	Aug. 17	Toledo, Ottawa Beach & Northern R. R. Co.	D. T. & W. R. R.	Detroit, Warren Ave. west of Epworth Ave.	1, 50 pr. cable.
F-6887a	Aug. 17	Michigan State Telephone Co.	P. M. & E. R. R.	Detroit, Edward St. south of Franklin	1, 240 v. wire.
F-6888	Aug. 13	Pennsular Electric Light Co.	C. T. & W. R. R.	Spur to Tilden, No. 2 Shaft, Ironwood, Waterman branch & Brotherman Spur	3, 33000 v. wires.
F-6889	Aug. 13	Gogebic & Iron Co. Ry. & Light Co.	C. & N. W. R. R.	Bay City, Winous Ave. and Intersection of Henry and Crump St.	12, 10,000 v. wires.
F-6890	Aug. 18	Bay City Electric Light Dept.	G. T. R. R.	Detroit, on Maybury Grand Ave., south of Hancock Ave.	1, 400 pr. cable.
F-6891	Aug. 18	Menigan State Telephone Co.	G. T. R. R.		

F-6892	Aug. 24	Michigan State Telephone Co.	M. C. & L. S. & M. S. R. R.	Detroit, on Maybury Grand Ave., south of Hancock Ave. Detroit, Wight St. Denton. Superior Twp., 2 miles west of Ypsilanti. Traverse City, Franklin St. Battle Creek, McCamly St. Leelanau Co., near east and west quarter line S. 33. T. 28 N. R. 11 W. Lansing, Mich., south Washington St. and Alley north of Franklin St. Lansing, Homer St., Ionia and Grand Sts. Royal Oak, one mile north of Detroit, Anderson Forge Co. Jackson, 150 south of Trail St. Ann Arbor, intersection of State and Corey Sts. Highland Park, Davidson Rd. Bay City, 4000 feet north of D. & M. crossing Kingsford, Main St. Dexter, one and three-quarter miles west Detroit, S. E. corner Marrow and Marshall Sts. Burton Twp., E. side northeast quarter Sec. 8. Burton Twp., E. side northeast quarter Sec. 8. Midland, So. Benson St. Bet. Waterford and Pontiac Twp., Oakland Co. Lansing, Sheridan St. Pigeon, Nitz St. and Mich. Ave. Bridgeport, one mile south Bark River Muskegon, Ambrose St. Muskegon Heights and Muskegon Alba, at point near one-eighth line N. half Sec. 25, T. 30 N. R. 6 W. Fenton, 6 crossings, Burton Twp., one Edgerton, bet. Sections 13 and 24, Algona Twp. Lansing, Michigan Screw Co. Detroit, Forman Lbr. Co. Orion, three-quarter mile north Dearborn, one and five-eighths miles east Bloomfield Twp., Oakland Co.
F-6893	Aug. 24	Peninsular Electric Light Co.	M. C. & L. S. & M. S. R. R.	Sault Ste. Marie, Kinross and Rudyard Detroit, Detroit Automatic Stoker Co. Denmark Twp., Tuscola Co. Brinley, three crossings and one at Sault Ste. Marie. Levering, Mill St. Grand Rapids. East Tawas. East Jordan.
F-6894	Aug. 24	Peninsular Electric Light Co.	M. C. & L. S. & M. S. R. R.	
F-6895	Aug. 27	Eastern Michigan Edison Co.	M. C. & L. S. & M. S. R. R.	
F-6896	Aug. 27	Eastern Michigan Edison Co.	M. C. & L. S. & M. S. R. R.	
F-6897	Aug. 27	Oval Wood Dish Company	P. M. C. R. R.	
F-6898	Sept. 2	Commonwealth Power Co.	M. C. & L. S. & M. S. R. R.	
F-6899	Sept. 2	Boardman River Light & Power Co.	M. C. & L. S. & M. S. R. R.	
F-6900	Sept. 2	Michigan State Telephone Co.	L. S. & M. S. R. R.	
F-6901	Sept. 4	Michigan State Telephone Co.	P. M. C. R. R.	
F-6902	Sept. 4	Eastern Michigan Edison Co.	G. T. R. R.	
F-6903	Sept. 4	Peninsular Electric Light Co.	D. T. R. R.	
F-6904	Sept. 4	Eastern Michigan Edison Co.	M. C. & L. S. & M. S. R. R.	
F-6905	Sept. 4	Eastern Michigan Edison Co.	M. C. & L. S. & M. S. R. R.	
F-6906	Sept. 18	Peninsular Light Co.	G. T. R. R.	
F-6907	Sept. 18	Bay City Power Co.	G. T. R. R.	
F-6908	Sept. 18	Dutcher & Palmerton Co.	G. T. R. R.	
F-6909	Sept. 21	Michigan State Telephone Co.	M. C. & L. S. & M. S. R. R.	
F-6910	Sept. 22	Detroit Wire Spring Co.	G. T. R. R.	
F-6911	Sept. 22	Flint Electric Co.	G. T. R. R.	
F-6912	Sept. 22	W. A. Markey	P. M. C. R. R.	
F-6913	Sept. 22	Eastern Michigan Edison Co.	P. M. C. R. R.	
F-6914	Sept. 22	Michigan State Telephone Co.	M. C. & L. S. & M. S. R. R.	
F-6915	Sept. 28	Alfred H. Sauer	P. O. & N.	
F-6916	Sept. 28	Citizens Telephone Co.	P. M. C. R. R.	
F-6917	Sept. 28	John LaLonde	D. & M. R. R.	
F-6918	Sept. 28	Grand Rapids-Muskegon Power Co.	P. M. C. R. R.	
F-6919	Sept. 28	Grand Rapids-Muskegon Power Co.	P. M. C. R. R.	
F-6920	Oct. 5	Autrim Light & Power Co.	G. M. & I. R. R.	
F-6921	Oct. 5	Flint Electric Co.	G. T. R. R.	
F-6922	Oct. 5	Citizens Telephone Co.	G. M. & I. R. R.	
F-6923	Oct. 5	Commonwealth Power Co.	P. M. C. R. R.	
F-6924	Oct. 9	Peninsular Electric Light Co.	M. C. & L. S. & M. S. R. R.	
F-6925	Oct. 19	Eastern Michigan Edison Co.	M. C. & L. S. & M. S. R. R.	
F-6926	Oct. 19	Eastern Michigan Edison Co.	M. C. & L. S. & M. S. R. R.	
F-6927	Oct. 20	Eastern Michigan Edison Co.	G. T. R. R.	
F-6928	Oct. 26	Chippewa Edison Company	M. St. P. & S. S. M. R. R.	
F-6929	Oct. 26	Peninsular Electric Light Co.	G. T. R. R.	
F-6930	Oct. 26	Resse Center Line Telephone Co.	P. M. C. R. R.	
F-6931	Nov. 2	Chippewa Edison Co.	D. & M. R. R.	
F-6932	Nov. 2	Cheboygan Electric Light & Power Co.	P. M. C. R. R.	
F-6933	Nov. 2	Mechanics Railway Engineering Co.	P. M. C. R. R.	
F-6934	Nov. 7	Michigan State Telephone Co.	D. & M. R. R.	
F-6935	Nov. 7	Michigan State Telephone Co.	E. J. & S. R. R.	

## WIRE PERMITS—Concluded.

No.	Date.	Issued to.	To cross tracks of.	Location.	Description.
F-6936	Nov. 9	Imperial Pipe Line Company, Limited	P. M. R. R.	Port Huron Twp., St. Clair Co., 218 ft. west of 32nd St.	1 telegraph wire.
F-6937	Nov. 16	Mobile Telephone Co.	K. I. S. & C. R. R.	Lawton, bet. sections 29 and 32	20 telephone wires.
F-6938	Nov. 16	Michigan Telephone Co.	C. C. & S. L. R. R.	Ex. Clair, Main St.	1 telegraph wire.
F-6939	Nov. 16	Imperial Pipe Line Company, Limited	P. H. S. R. R.	Port Huron Twp., St. Clair Co., 218 ft. west of 32nd St.	1 telegraph wire.
F-6940	Nov. 16	Eastern Michigan Edison Co.	M. C. R. R.	Trenton, Elm St.	2, 220 v. wires.
F-6941	Nov. 17	Ausable Electric Company	D. & T. S. L. R. R.	Battle Creek Twp., Calhoun Co.	2, 40,000 v. wires.
F-6942	Nov. 17	Peunissa Electric Light Co.	M. C. R. R.	Detroit, Exchange St.	2, 220 v. wires.
F-6943	Nov. 21	Eastern Michigan Edison Co.	W. A. R. R.	Milan, W. side of Adams St.	2, 110 and 2, 2200 v. wires.
F-6944	Nov. 23	Eastern Michigan Edison Co.	A. A. R. R.	Milan, E. side of Adams St.	2, 110 and 2, 2200 v. wires.
F-6945	Nov. 23	Elk River Electric Company	P. M. R. R.	Various crossings near Elk Rapids	2, Arc light wires, and 6 2200 v. wires.
F-6946	Dec. 2	Earl Peurbahe	P. M. R. R.	Various crossings near Elk Rapids	2, Arc light wires.
F-6947	Dec. 2	Grand Rapids-Muskegon Power Co.	C. T. R. R.	Cedar Springs, S. Main St.	2, telephone wires.
F-6948	Dec. 2	Flint Rapids-Muskegon Power Co.	C. T. R. R.	Walker T., on road just south of West Mich. state fair grounds	2, 240 v. wires.
F-6949	Dec. 2	Flint Electric Company	G. R. & P. M. R. R.	Flint, Fenton St.	2, 240 v. wires.
F-6950	Dec. 2	Eastern Michigan Edison Co.	P. M. R. R.	Northville, two crossings	2, 3750 v. wires.
F-6951	Dec. 2	Eastern Michigan Edison Co.	M. C. R. R.	Ann Arbor, and Trenton	2, 2200 and 3, 2200 v. wires.
F-6952	Dec. 2	Peunissa Electric Light Co.	M. C. R. R.	Detroit, Dodge Bros. Plant	2, 2200 v. wires.
F-6953	Dec. 8	Consolidated Telephone Co.	P. M. R. R.	Bad Axe and Fidian	2, 4600 v. wires.
F-6954	Dec. 8	Eastern Michigan Edison Co.	D. T. & I. R. R.	Fenton, St. Joseph Ave.	2, telephone wires.
F-6955	Dec. 11	River Raisin Hydro-Electric Co.	D. T. & I. R. R.	Maybelle	2, 2200 v. wires.
F-6956	Dec. 11	Consumer's Power Company	C. T. R. R.	Fenton, St. Joseph Ave.	2, 2200 v. wires.
F-6957	Dec. 11	Consumer's Power Company	V. C. R. R.	Maybelle	2, 2200 v. wires.
F-6958	Dec. 11	Grand Rapids-Muskegon Power Co.	P. M. R. R.	Charlotte, McClure St.	2, 2200 v. wires.
F-6959	Dec. 11	Grand Rapids-Muskegon Power Co.	P. M. R. R.	Charlotte, McClure St.	2, 2200 v. wires.
F-6960	Dec. 11	Paragave Home Telephone Company	P. M. R. R.	Mustagon, 100 ft. north of People's Milling Co.	2, 2200 v. wires.
F-6961	Dec. 11	Ovid Mutual Telephone Co.	A. A. R. R.	Fargo, 1 mi. north, one half mile east.	2, 240 v. wires.
F-6962	Dec. 11	Flint Electric Company	P. M. R. R.	Flint, 6 crossings	10 telephone wires.
F-6963	Dec. 23	Houghton County Electric Light Co.	D. S. & A. R. R.	Osceola T., Quincy Stamp Mill	1 double telephone wire.
F-6964	Dec. 23	Michigan State Telephone Co.	L. S. & M. S. R. R.	Hillsdale County, Adams T., N. E. corner Sec. 16.	2, 3600 v. wires.
F-6965	Dec. 23	Michigan State Telephone Co.	L. S. & M. S. R. R.	Hillsdale County, Adams T., N. E. corner Sec. 16.	2, 11000 v. wires.
F-6966	Dec. 23	Michigan State Telephone Co.	L. S. & M. S. R. R.	Hillsdale County, Adams T., N. E. corner Sec. 16.	10 telephone wires.

## GRADE CROSSING PROTECTION ORDERED BY THE MICHIGAN RAILROAD COMMISSION DURING THE YEAR 1914.

Date.	Railroad.	City or village.	County.	Street or highway.	Character of protection.
Mar. 20	Det. Gd. Haven & Milw. Railway	Grand Rapids	Kent	{ Eastern Av. Fuller Ave. Diamond Ave.	Application for protection denied. Bark West of crossing removed.
Jan. 30	Wabash & Pere Marquette Railroads.	Detroit	Wayne	Cavalry Av.	Crossing alarm bell.
Mar. 20	Pere Marquette Railroad	Grand Haven	Ottawa	Washington St.	Crossing alarm bell.
Apr. 28	Lake Shore & Mich. Sou. Ry.	Adrian	Lenawee	Madison and Beecher Sts.	Crossing alarm bell.
April 28	Michigan Central Railroad	Rudd's Mill	Oakland		Crossing alarm bell.
April 28	Grand Rapids & Indiana Ry.	Wright Twp.	Ottawa		Banks south of crossing removed.
May 19	Pere Marquette Railroad	Hemlock	Saginaw	Hemlock and State Road.	Crossing alarm bell.
June 2	Pere Marquette Railroad	Merrill	Saginaw	Main Street.	Crossing alarm bell.
June 4	Pere Marquette Railroad	Loomis	Isabella		Crossing alarm bell.
June 26	Cincinnati, Saginaw & Mack. R. R.	Bay City	Bay	Water St.	Westbound movements stop before crossing.
June 26	Michigan Central Railroad	Saginaw	Saginaw	Owen St.	Safety gates.
June 26	Cincinnati, Saginaw & Mack. R. R.	Bay City	Bay	Howard St.	Switch circuit crossing alarm bell.
Aug. 11	Michigan Central Railroad	Cheboygan	Cheboygan	Midland	Movements protected by train crew while flagman is off duty.
Sept. 25	Grand Trunk Western Railway	Atties.	Lapeer	Lincoln, Seymour, Court, Division, State. Main St.	Speed reduced to 10 Miles per hour. Crossing alarm bell.
Aug. 11	Detroit & Mackinac Railway	Cheboygan.	Cheboygan.	Lincoln, Seymour, Court, Division, State	Speed of all trains reduced to ten miles per hour and all backup movements to be brought to full stop before crossing.
Aug. 21	Pere Marquette Railroad	Elkton	Huron	Main.	Speed reduced to 8 miles per hour.
Dec. 15	Southern Michigan Railway	Niles Twp.	Berrien	Walton.	Speed reduced to 10 miles per hour.
Dec. 17	Grand Trunk Western Railway	Hasett.	Ingham	Main	Flagman 8 a. m. to 8 p. m. daily.

## WIRE PERMITS—Concluded.

No.	Date.	Issued to.	To cross tracks of.	Location.	Description.
P-6936	Nov. 9	Imperial Pipe Line Company, Limited	P. M. R. R.	Port Huron Twp., St. Clair Co., 218 ft. west of 32nd St.	1 telegraph wire.
P-6937	Nov. 16	Kibbie Telephone Co.	K. L. S. & C. R. R.	Lawn, bet. sections 29 and 32	20 telephone wires.
P-6938	Nov. 16	Michigan State Telephone Co.	C. C. & C. R. R.	Eau Claire, Main St.	1, 25 pr. cable.
P-6939	Nov. 16	Imperial Pipe Line Company, Limited	P. H. S. R. R.	Pt. Huron, Twp., St. Clair Co., 218 ft. west of 32nd St.	1 telegraph wire.
P-6940	Nov. 17	Eastern Michigan Edison Co.	D. & S. L. R. R.	Trenton, Elm St.	3, 2300 v. wires.
P-6941	Nov. 17	Ausable Electric Company	M. A. R. Co.	Battle Creek Twp., Calhoun Co.	3, 2000 v. wires.
P-6942	Nov. 17	Peninsular Electric Light Co.	M. C. R. R.	Detroit, Exposition Spur	3, 220 v. wires.
P-6943	Nov. 21	Eastern Michigan Edison Co.	M. C. R. R.	Milan, E. side of Walnut St.	2, 110 and 2, 2200 v. wires.
P-6944	Nov. 23	Eastern Michigan Edison Co.	M. A. R. R.	Milan, E. side of Walnut St.	2, 110 and 2, 2200 v. wires.
P-6945	Nov. 23	Edk. Electric Company	P. A. R. R.	Various crossings near St. Joseph, Rapids	Various wires.
P-6946	Dec. 2	Earl Fairbanks	P. M. R. R.	Cedar Springs, S. Main St.	9 telephone wires.
P-6947	Dec. 2	Grand Rapids-Muskegon Power Co.	C. T. & P. M. R. R.	Walker T., on road just south of West Mich. state fair grounds	3, 240 v. wires.
P-6948	Dec. 2	Grand Rapids-Muskegon Power Co.	C. T. & P. M. R. R.	Flint, Fenton St.	3, 240 v. wires.
P-6949	Dec. 2	Edk. Electric Company	G. T. & P. M. R. R.	Northville, two crossings	3, 270 v. wires.
P-6950	Dec. 2	Eastern Michigan Edison Co.	G. T. & P. M. R. R.	Ann Arbor and Fenton	3, 2200 and 3, 2300 v. wires.
P-6951	Dec. 2	Eastern Michigan Edison Co.	M. C. R. R.	Detroit, Dodge Bros. Plant	3, 2300 v. wires.
P-6952	Dec. 2	Peninsular Electric Light Co.	M. C. R. R.	Detroit, Dodge Bros. Plant	3, 2300 v. wires.
P-6953	Dec. 8	Consolidated Telephone Co.	P. M. R. R.	Bad Axe and Fenton	3, 2300 v. wires.
P-6954	Dec. 8	Eastern Michigan Edison Co.	D. T. & I. R. R.	Fenton, St. Joseph Ave.	3, 240 v. wires.
P-6955	Dec. 11	River Raisin Hydro-Electric Co.	D. T. & I. R. R.	Maybee	10 telephone wires.
P-6956	Dec. 11	Consumer's Power Company	G. T. & P. R.	Charlottesville, McClure St.	1 double telephone wire.
P-6957	Dec. 11	Consumer's Power Company	G. T. & P. R.	Charlottesville, McClure St.	2, 3000 v. wires.
P-6958	Dec. 11	Grand Rapids-Muskegon Power Co.	M. C. R. R.	Muskegon, 100 ft. north of People's Milling Co.	3, 11000 v. wires.
P-6959	Dec. 11	Fairgrove Home Telephone Company	P. M. R. R.	Fairgrove, 1 mile north, one half mile east.	10 telephone wires.
P-6960	Dec. 11	Ovid Mutual Telephone Co.	A. A. R. R.	Garland, Main St.	2, 3000 v. wires.
P-6961	Dec. 11	Flint Electric Company	P. M. R. R.	Flint, 6 crossings	3, 240 v. wires.
P-6962	Dec. 23	Houghton County Electric Light Co.	D. S. & A. R. R.	Oscoda T., Quincy Stamp Mill	1 double telephone wire.
P-6963	Dec. 23	Michigan State Telephone Co.	L. S. & M. S. R. R.	Hillsdale County, Adams T., N. E. corner Sec. 16.	2, 3000 v. wires.

## GRADE CROSSING PROTECTION ORDERED BY THE MICHIGAN RAILROAD COMMISSION DURING THE YEAR 1914.

Date.	Railroad.	City or village.	County.	Street or highway.	Character of protection.
Mar. 20	Det. Gd. Haven & Milw. Railway	Grand Rapids	Kent	{ Eastern Av. Fuller Ave.	Application for protection denied.
Jan. 30	Wabash & Pere Marquette Railroads.	Detroit	Wayne	{ Diamond Ave. Cavalry Av.	Application for protection denied.
Mar. 20	Pere Marquette Railroad	Grand Haven	Otawa	Washington St.	Bank West of crossing removed.
Apr. 28	Lake Shore & Mich. Sou. Ry.	Adrian	Lenawee	Madison and Beecher Sts.	Crossing alarm bell.
Apr. 28	Michigan Central Railroad	Rudd's Mill	Oakland		Crossing alarm bell.
Apr. 28	Grand Rapids & Indiana Ry.	Wright Twp.	Otawa		Crossing alarm bell.
May 19	Pere Marquette Railroad	Hemlock	Saginaw	Hemlock and State Road.	Banks south of crossing removed.
June 2	Pere Marquette Railroad	Merrill	Saginaw	Main Street	Crossing alarm bell.
June 4	Pere Marquette Railroad	Loomis	Isabella		Crossing alarm bell.
June 26	Cincinnati, Saginaw & Mack. R. R.	Bay City	Bay	Water St.	Westbound movements stop before crossing.
June 26	Michigan Central Railroad	Saginaw	Saginaw	Owen St.	Safety gates.
June 26	Cincinnati, Saginaw & Mack. R. R.	Bay City	Bay	Howard St.	Switch circuit crossing alarm bell.
Aug. 11	Michigan Central Railroad	Cheboygan	Cheboygan	Midland	Movements protected by train crew while flagman is off duty.
Sept. 25	Grand Trunk Western Railway	Attles.	Lapeer	Lincoln, Seymour, Court, Division, State. Main St.	Speed reduced to 10 Miles per hour. Crossing alarm bell.
Aug. 11	Detroit & Mackinac Railway	Cheboygan	Cheboygan	Lincoln, Seymour, Court, Division, State	Speed of all trains reduced to ten miles per hour and all backup movements to be brought to full stop before crossing.
Aug. 21	Pere Marquette Railroad	Elkton	Huron	Main.	Speed reduced to 8 miles per hour.
Dec. 15	Southern Michigan Railway	Niles Twp.	Berrien	Walton.	Speed reduced to 10 miles per hour.
Dec. 17	Grand Trunk Western Railway	Hastlett.	Ingham	Main.	Flagman 8 a. m. to 8 p. m. daily.

## APPROVAL OF MAPS—NEW LINES AND EXTENSIONS.

The amended map of the Michigan Railway showing proposed route of its line in the city of Grand Rapids was approved May 22nd.

The map of the Au Sable and Northwestern Railway showing proposed route of its road through Alcona and Oscoda counties was approved June 3rd.

The map of the Grand Rapids and Indiana Railway showing the route of its line with a crossing of the Pere Marquette Railroad on Madison Avenue in the city of Grand Rapids was approved June 11th.

The map as submitted by the Michigan United Traction Company showing proposed extension of its line from Michigan Avenue to Potter Park in the city of Lansing, with crossings of the Pere Marquette Railroad on Hosmer Street, Grand Trunk Western Railway and Lansing Connecting Railroad on Pennsylvania Avenue, was approved July 16th.

On November 25th, permission was granted the Detroit United Railway to cross at grade with an additional track, the tracks of the Michigan Central Railroad, Wabash Railroad and Lake Shore and Michigan Southern Railway on Fort Street West in the city of Detroit.

On November 13th map showing proposed extension of the line of the Chicago, Milwaukee & St. Paul Railway from Crystal Falls to Iron River was approved.

On November 13th the map submitted by the Grand Rapids, Holland and Chicago Railway showing proposed new route of its line through the city of Zeeland and part of Holland township was approved.

## CROSSING OF RAILROAD WITH RAILROAD.

An order was issued January 29th granting the application of the Lake Shore and Michigan Southern Railway Company for permission to extend their sidetrack with two crossings of the Adrian Street Railway on Michigan Street as well as two sidetrack crossings of the Wabash Railroad Company's spur to the Peerless Wire Fence Company's plant, all in the city of Adrian.

An order was issued March 3rd approving plans as submitted by the Michigan & Chicago Railway Company showing bridge structures at the crossings of their railway with the Grand Rapids and Indiana Railway, one at Shelbyville and one at Beal's Road, near Grand Rapids.

An order was issued March 17th approving plans as submitted by the Michigan Central Railroad Company showing proposed interlocking device for the crossings of the Pere Marquette Railroad and Detroit Terminal Railroad at Plymouth Road, Detroit.

An order was issued March 4th granting the application of the Detroit United Railway for permission to cross with a double track at grade, the tracks of the Pere Marquette and Wabash Railroads on Junction Avenue in the city of Detroit.

An order was issued March 26th approving plans as submitted by the Grand Trunk Western Railway Company showing proposed lay-out for the interlocking system at the crossing of the Chicago, Detroit & Canada Grand Trunk Junction and Pere Marquette Railroads at Tappan.

An order was issued January 6th approving for use the interlocking system at the crossing of the Detroit, Grand Haven and Milwaukee Rail-



## MICHIGAN RAILROAD COMMISSION.

way and Detroit United Railway on Huron Street in the city of Pontiac.

An order was issued February 17th approving for use the interlocking signal system at the crossing of the Detroit, Grand Haven and Milwaukee Railway and Pere Marquette Railroad at Ionia.

An order was issued January 30th, approving for use the full interlocking and derailing switch and signal system at the crossing of the Grand Trunk Western Railway and Pere Marquette Railroad at Trowbridge bridge.

An order was issued January 30th approving for use the full interlocking and derailing switch and signal system at the crossings of the Detroit Terminal Railroad, Pere Marquette Railroad and Detroit United Railway on Michigan Avenue as well as safety gates at the crossing of the Detroit Terminal and Pere Marquette Railroads in Springwell township, Wayne county.

An order was issued January 6th requiring the Detroit, Toledo and Ironton Railway Company to repair and put in working order on or before May 1st, 1914, the interlocking devices at all crossings of their line with the Michigan Central Railroad and Detroit United Railway, between Delray and Trenton, and requiring that until such repairs have been made, a flagman be stationed at each of the crossings.

An order was issued January 6th, apportioning the expense for the maintenance and renewals of the diamond crossing of the tracks of the Adrian Street Railway and the Detroit, Toledo and Ironton Railway on Maumee Street in the city of Adrian.

The map of the Detroit Terminal Railroad showing proposed track changes which include a double track crossing of the Detroit United Railway on Woodward Avenue, Highland Park, was approved June 23rd.

The full interlocking device for the protection of the crossing of the Pere Marquette Railroad and Southern Electric Railway near the city limits of Saginaw, was approved for use April 10th.

The swing gate installed for protection of the crossing of the Wheeler Mine Spur of the Pere Marquette Railroad with the Southern Electric Railway in Bay county was approved for use April 10th.

The half interlocking devices installed at the crossings of the Pere Marquette and Michigan Central Railroad Companies belt lines with the tracks of the Saginaw-Bay City Railway Company on Farragut Street, Bay City, were approved for use April 10th.

The plans as submitted by the Michigan Railway Engineering Company showing proposed lay-out for interlocking device at the crossing of the Grand Rapids & Indiana, Lake Shore and Michigan Southern and Michigan & Chicago Railways at Plainwell, were approved April 28th.

The plans as submitted by the Grand Rapids Holland and Chicago Railway showing reconstruction of safety device at the crossing of the tracks with the Pere Marquette Railroad Company's spur track at Grandville were approved June 4th.

The plan as submitted by the Detroit and Charlevoix Railroad Company showing cross-over of the tracks of the Stearns Salt and Lumber Company with the tracks of the Detroit & Charlevoix Railroad Company at a point just Northwest of Fitzpatrick in Kalkaska county, was approved June 10th.

The application of the Michigan Railway Company for permission

cross with their tracks, the tracks of the Grand Rapids Railway on Fulton Street in the city of Grand Rapids was granted June 17th.

The full interlocking and derailing switch and signal system at the crossing of the Detroit Terminal Railroad with the Chicago, Detroit and Canada Grand Trunk Junction Railroad was approved for use June 18th.

The interlocking device at the crossing of the Michigan Central Railroad Company's Belt Line with the Detroit United Railway on Mack Avenue, Detroit, was approved for use June 18th.

The full interlocking and derailing switch and signal systems at the crossings and connections of the Michigan Central Railroad and Lake Shore and Michigan Southern Railway at River Rouge Draw Bridge, Pleasant Street and Slocum Junction North Wye were approved for use June 18th.

The full interlocking and derailing switch and signal system at the crossing of the Detroit Terminal and Pere Marquette Railroads near Plymouth Road, Greenfield township, Wayne county, was approved for use June 18th.

The full interlocking and derailing switch and signal system at the crossing of the Detroit Terminal Railroad and Michigan Central Railroad at their North Yards, Hamtramck township, Wayne county, was approved for use June 18th.

The plan submitted by the Copper Range Railroad Company showing grade crossing of their line with the Mineral Range Railroad at Dollar Bay, Houghton county, was approved June 26th.

The plan submitted by the Grand Rapids Terminal Railroad Company showing proposed crossing of their spur track with the tracks of the Grand Rapids Railway at the intersection of Bond Avenue and Trowbridge Street in the city of Grand Rapids, was approved July 9th.

Permission was granted to the Michigan Central Railroad Company to cross with their spur track the track of the Detroit, Jackson & Chicago Railway on Chapin Street in the city of Jackson on July 15th.

On July 15th permission was granted to the Detroit and Mackinac Railway Company to substitute a swing gate for the full interlocker at the crossing of their tracks with the tracks of the Michigan Central Railroad near McArthur's Dock in the city of Cheboygan.

The map submitted by the Muskegon-Grand Rapids and Indiana Railway Company, showing crossings of the Pere Marquette Railroad on Manahan Avenue in the city of Muskegon Heights, Muskegon county, was approved July 16th.

The map showing proposed layout for the full interlocking and derailing switch and signal system at the crossing of the tracks of the Michigan Railway with the tracks of the Chicago, Kalamazoo & Saginaw Railway near Kalamazoo, was approved August 11th.

On August 11th permission was granted to the Minneapolis, St. Paul and Sault Ste. Marie Railway to cross with their old Ashland Mine Spur the tracks of the Gogebic & Iron Counties Railway and Light Company on Aurora Street in the city of Ironwood.

On August 11th the full interlocker installed at the crossing of the Grand Trunk Western Railway, Chicago, Detroit and Canada Grand Trunk Junction Railroad and Pere Marquette Railroad was approved for use.

On August 18th, an order was issued prescribing the manner in which construction trains of the Grand Rapids Railway may be operated over the tracks of the Pere Marquette Railroad on Madison Avenue, Grand Rapids, until the interlocking device has been completed.

The plan submitted by the Grand Trunk Railway Company showing reconstruction of interlocking plant at the crossing of their tracks with the tracks of the Michigan Central Railroad at Jackson was approved August 28th.

On September 10th, the plan showing proposed interlocking device at the crossing of the Michigan Central Railroad and Michigan Railway between Walbridge and Harrison Streets in the city of Kalamazoo, was approved.

On October 1st permission was granted to the Detroit United Railway to cross with a double track the tracks of the Detroit, Grand Haven & Milwaukee Railway on Milwaukee Avenue in the city of Detroit.

Plans submitted by the Michigan Central Railroad Company showing additions to the interlocker at the crossing of the Detroit Terminal Railroad with the Detroit, Grand Haven & Milwaukee Railway were approved on October 30th.

Plan submitted showing construction of gate for the protection of crossing of the Battle Creek and Allegan Divisions of the Michigan Central Railroad at West Hall Street, Battle Creek, was approved October 1st.

Plan submitted showing construction of proposed gates at crossing of the Michigan Central Railroad spur track with the track of the Detroit United Railway on Chapin Street in the city of Jackson, was approved October 1st.

Plan showing location of proposed gate for the protection of the crossing of the Battle Creek and Allegan Divisions of the Michigan Central Railroad at West Hall Street, Battle Creek, was approved October 1st.

Plan showing location and construction of gates for protection of the crossing of the Lake Shore and Michigan Southern Railway and Adrian Street Railway on Michigan Street in the city of Adrian was approved November 12th.

The plans submitted by the Grand Trunk Railway Company showing proposed changes in the interlocking system at the crossing of the Detroit, Grand Haven & Milwaukee Railway and the Michigan United Traction Company's line at Washington Street in the city of Owosso, were approved November 12th.

On November 12th permission was given the Delray Connecting Railroad Company to cross with their track the spur track of the Detroit, Toledo and Ironton Railroad Company about 280 feet North of Short Cut Canal.

Plan showing lay-out for full interlocking system at the crossing of the Michigan Railway and Grand Rapids and Indiana Railway North of Fulton Street in the city of Grand Rapids were approved November 13th.

Plan showing signalling at the crossing of Detroit Terminal Railway and Detroit United Railway on Woodward Avenue in the city of Detroit, were approved November 18th.

Plans submitted by the Chicago, Milwaukee & Saint Paul Railway Company showing proposed semaphore gate protection at the crossings

of their line with the line of the Chicago and Northwestern Railway between Crystal Falls and Iron River were approved November 18th.

Plan showing lay-out for half interlocking system at the crossing of the Pere Marquette Railroad and Grand Rapids and Indiana Railway on Madison Avenue in the city of Grand Rapids was approved November 18th.

On November 25th the full interlocking and derailing switch and signal system at the crossing of the Michigan Railway, Grand Rapids and Indiana Railway and Lake Shore and Michigan Southern Railway at Plainwell, was approved for use.

On November 25th, the full interlocking and derailing switch and signal system at the crossing of the Michigan Railway and Chicago, Kalamazoo and Saginaw Railway near Kalamazoo, was approved for use.

On December 3rd permission was granted the Detroit Terminal Railroad to cross with an additional track the tracks of the Detroit, Grand Haven & Milwaukee Railway at Ford Junction.

On December 8th the full interlocking system at the crossing of the Michigan Central, Grand Trunk and Jackson and Northern Railroads near the city of Jackson was approved for use.

On December 18th plans showing the location and construction of proposed gates for protection of the crossing of the Michigan Central spur track with the track of the Detroit, Jackson and Chicago Railway on Chapin Street in the city of Jackson, were approved.

On December 29th the interlocking system at the crossing of the Detroit Terminal Railroad and Detroit United Railway, as well as the safety gates at the crossing of the Detroit Terminal Railroad on Woodward Avenue in the village of Highland Park, were approved for use.

On December 29th the signals and derails for the protection of additional track crossing of the Detroit Terminal Railroad and Detroit, Grand Haven and Milwaukee Railway at Ford Junction were approved for use.

#### STATION FACILITIES—1914.

Date.	Location.	Railroad.
July 9th .....	Wixom .....	P. M. R. R. & M. A. L. Railway—New passenger and freight stations.
November 27th .....	Averill .....	Pere Marquette R. R.—Agency ordered established.

#### . DURING THE YEAR 1914 JOINT EXPRESS OFFICES WERE AUTHORIZED AS FOLLOWS:

Date.	Location.	Companies.
March 31st .....	Cadillac .....	Wells Fargo & Company, Adams Express Company.
February 18th .....	Muskegon .....	American Express Company, Adams Express Company.
February 18th .....	Saginaw .....	American Express Company, United States Express Company.
February 18th .....	Owosso .....	American Express Company, Wells Fargo & Company.
February 18th .....	Iron Mountain .....	American Express Company, Wells Fargo & Company.
February 18th .....	Menominee .....	American Express Company, Wells Fargo & Company.
February 18th .....	Escanaba .....	American Express Company, Wells Fargo & Company.
February 18th .....	Adrian .....	American Express Company, Wells Fargo & Company.
April 23rd .....	Adrian .....	United States Express Company, Wells Fargo & Company.

## MISCELLANEOUS.

An order was issued March 20th requiring the Pere Marquette Railroad and Grand Rapids & Indiana Railway Companies to discontinue the blocking of Bridge Street in the city of Grand Rapids, with their passenger trains.

Plans submitted by the Michigan Central Railroad Company showing their standard wood surface cattle guard were approved May 5th.

An order was issued June 4th requiring the Grand Trunk Western Railway Company to provide additional passenger train service for the accommodation of its patrons at Davison.

An order was issued June 18th requiring that an extra trainman be provided on steam trains substituted for motor car trains on the Ann Arbor Railroad.

On August 7th, an order was issued approving for use on all railroads in Michigan, American Steel and Wire Company's railroad fence, design 1052.

On July 23rd, plans submitted by the Grand Trunk Railway Company showing their standard wood surface cattle guard were approved.

On October 6th permission was granted the Michigan East and West Railway Company to discontinue operations over and remove the track from what is known as their Hartwick Branch.

On October 6th plans showing bridge structures of the Gogebic & Iron Counties Railway and Light Company over the Chicago and Northwestern Railway Company's Iron-ton Mine Spur were approved.

On October 27th permission was granted the Manistee and Luther Railroad to take up and remove all its tracks on the main line extending from East Lake to Eleanor, including all spurs, sidings and branches.

On December 3rd plan showing proposed foot bridge over the tracks of the Detroit Grand Haven & Milwaukee Railway at Union Avenue in the city of Grand Rapids was approved.



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**PHYSICAL CONDITION OF STEAM AND ELECTRIC  
RAILROADS.**

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## PHYSICAL CONDITION OF RAILROADS IN MICHIGAN.

Inspections of the several railroad properties both steam and electric have been made by this Department during the year in company with representatives of the several railroad companies. The properties have been inspected for the purpose of determining the safety of the track, road bed and bridges; and also as to the service rendered both in passenger and freight as well as station facilities.

After a thorough investigation of the above mentioned matters we find that the road bed and track with very few exceptions are in good condition and equal for the traffic presented. Where conditions were found in which the track seemed in any way unsafe the matter was called to the attention of the representatives of the company and it was promised that it would receive prompt attention. Tie renewals have been large. The railroad companies have not confined this to any one particular kind of ties. However, treated ties are being used to a large degree. Where soft wood ties are used, tie plates are used; the tie plates are not limited to the soft wood ties but are used extensively on hard wood ties especially on curves. Grades and alignments have been changed and embankments widened on several of the principal railroads. New rail has been laid by most companies ranging from 70 to 100 pounds per yard. Considerable ballasting has been done and the surface and alignment of the track is generally good and equal to the speed requirements. The companies continue to strengthen their bridges also to replace wooden structures with concrete abutments and steel girders. Wooden culverts are being replaced by concrete arches or iron pipe.

Several complaints have been made with reference to both passenger and freight service. These matters have received prompt attention and have been disposed of either by correspondence or after inspection and hearing.

Station facilities were found to be generally satisfactory. However, we have found it necessary on several occasions to order new stations to meet the demands of the patrons of the several railroads.

Right of way fences have been a source of considerable annoyance. However, we are pleased to report that the conditions of right of way fencing are very much improved and the several railroad companies are giving the fencing more consideration and many miles of new fence have been constructed during the year.

Safety appliances on both railroad and highway crossings were found to be in good working order. The approaches to highway crossings were found generally in good condition. However, in a number of instances the approaches were not properly maintained. These matters were called to the attention of the officials and it was promised that repairs would be made at once.

The equipment of the railroads shows improved conditions. A large number of new freight cars have been purchased and placed in commission. This is also true of passenger cars. The service rendered by the railroad companies seems to be all that is necessary for the requirements presented.

#### ANN ARBOR RAILROAD.

This property was inspected from the state line to Frankfort, on July 20 and 21. This road crosses the Lake Shore & Michigan Southern Railway at Pederman and Pittsfield Junction; Detroit, Toledo & Ironton at Dundee; Wabash at Milan; Grand Trunk at Lakeland; Pere Marquette at Annpere, Alma, Clare and Thompsonville; and the Grand Rapids & Indiana at Cadillac. These are grade crossings and are all protected with full interlocking systems, which were found to be in good condition and full protection afforded at each except at the crossing of the Detroit, Toledo & Ironton at Dundee. This interlocking system was faulty in the locking; orders were given to remedy the same. This road also crosses the Michigan Central Railroad at Ann Arbor by means of over grade. This structure is first class and well maintained. It also crosses the Michigan Central at Owosso Junction at grade. This crossing is protected with a semaphore target at the crossing. They also cross the Manistee & North-Eastern Railroad near Mesick by means of over grade; also at Copemish with crossings at grade, the same being protected by gates.

Switch-stands are provided with single and double targets, also lights and locks. Highway crossings were found to be generally satisfactory. Cattle-guards are fairly well maintained, however, several were found to be too narrow for the opening between the wing fences, and several of the crossings were not provided with cattle-guards. The right of way fence at many points should be renewed. The fencing has been the subject of considerable correspondence. Considerable new fence has been built during the past year and the company has promised to renew fencing at several points along the line. The rail in the track is generally satisfactory, however, it was noted that the rail between mileposts 14 and 20 was badly surface bent as well as battered at the ends. This rail will be renewed and rail is now distributed for this purpose. The rail in the track is from 70 to 85 pound, 85 pound rail being the standard. The track is ballasted generally with a good grade of ballast. The surface and alignment of the track is fair. The tie renewals have not been as liberal as should be for the traffic presented, however, the company has a large number of ties to be placed in the track and the officials of the company assure us that the tie renewals will be very much larger inside of ninety days. The bridge structures are receiving special attention and the necessary repairs being taken care of.

Station buildings are generally satisfactory, however, there are a number of stations that are too small for the traffic presented. A number of new stations have been built on the line. The new station at Cadillac is of the most modern architectural design and is convenient and comfortable for the traveling public and the company is entitled to credit for the erecting of such a building.

The freight and passenger equipment seems to be maintained satis-

factorily and as required by law except that engines are not equipped with headlights as required. Blocking of frogs and switches fairly well maintained. Very little attention is given to clearing the right of way of weeds. The automatic crossing alarm bells were found to be working fairly well. The principal fault to be found with these devices is that the batteries are weak and not sufficient to give warning loud enough to warn the public of approaching trains. The passenger service seems to be reasonable and all that should be required of the company.

#### ARCADIA & BETSEY RIVER RAILROAD.

This property was inspected October 17. This line of road extends from Arcadia to Copemish to connect with the Ann Arbor and Manistee & North-Eastern railroads and crosses and connects with the Pere Marquette at Henry. This crossing is protected with a full interlocking device which is satisfactorily maintained. This line of road is twenty-one miles in length. One mixed train is run daily except Sundays for the accommodation of the public.

The rail in the track is in fair condition. The tie renewals have been fair. The company promises us that a large number of ties will be put in before the season closes. Track is ballasted with a light grade of ballast. The surface and alignment of the track is poor. The track should be reballasted for the entire length of the road. No attention is given to the clearing of the right of way. The cuts are narrow and poorly drained. The road is not fenced for the entire distance. Where fence is built it is generally in poor condition. There are no station buildings of any importance on the line. The motive power and other equipment is in fair condition and as required by law except as to headlights on locomotives.

#### BOYNE CITY, GAYLORD & ALPENA RAILROAD.

This line of road was inspected October 16. It extends from Boyne City to Boyne Falls a connection with the Grand Rapids & Indiana Railway, and to Gaylord to connect with the Michigan Central Railroad. They also have a line under construction from Gaylord to Alpena. This line is completed and open for public travel between Gaylord and Atlanta. This line is also constructed from Alpena a distance from fifteen to twenty-five miles but is not being operated. The branch line from a point near Boyne Falls to Thumb Lake has been discontinued.

A motor car is operated between Boyne City and Boyne Falls and makes three round trips a day in addition to a mixed train which operates between Boyne City and Gaylord. This service seems to be satisfactory to the traveling public and ample for the traffic presented.

The equipment is in fair condition and as required by law except headlights on locomotives. The business of this company is largely the transportation of forest products. The rail in the track is 70 pound and generally in good condition. Tie renewals have been liberal, 16,000 ties having been renewed this year. Considerable work is being done in the way of reducing grades and in changing the line of the road thereby doing away with excessive curves. The track is generally ballasted with

a light grade of ballast and the surface and alignment is fair. Between Boyne Falls and Gaylord there are no stations of importance. This line is not fenced for the entire length. Where fence is built the same is in fair condition; however, there are several places where new fences should be provided at once. Switch-stands are provided with targets, lights and locks. No attention given to the clearing of the right of way. Trains are operated under the standard code of rules. Bridge structures receiving attention.

One new bridge installed during the year. Several of the highway crossings are not provided with highway crossing signs. The officials of the company promised to give this their immediate attention. Crossing planks and crossing approaches fairly well maintained.

#### COPPER RANGE RAILROAD.

This property was inspected August 3. The general condition of the property is first class. The main line from Calumet to Mass City shows that special attention has been given to renewing of ties and reballasting of track, and filling of bridges with earth, five bridges having been filled during the year. Eight miles of new fence built. Thirty-five thousand ties renewed. Concrete floor placed in six stalls of roundhouse at Houghton. New heating plant placed in Houghton depot. One mile of new track built at Dollar Bay. New yard tracks built at Painsdale. Three and one-quarter miles of new track built for the Painsdale extension. All passenger and freight equipment is first class and as required by law. Passenger service is all that could be expected. Passenger service is extended to Ontonagon from Mass City over the tracks of the C., M. & St. P. Ry. Passenger stations are well maintained and are convenient and of sufficient size to be ample for the accommodation of the patrons of the road. Right of way fence where constructed is satisfactorily maintained. Switch-stands are provided with targets, locks and lights. Surface cattle guards are the standard. They were found to be in good repair. Right of way fairly well cleaned. Safety appliances in good working order. Frogs and switches generally blocked. Trains operated under the standard code of rules.

In addition to the main line there are several spurs and branches that are used almost exclusively for the transportation of forest and mine products.

#### CLEVELAND, CINCINNATI, CHICAGO & ST. LOUIS RAILWAY COMPANY.

This property was inspected August 13. This line of road extends from the state line to Benton Harbor, all in Berrien county. The rail in the track is from 60 to 65 pound and is in fair condition. The tie renewals have been liberal. Track is fairly well ballasted. Surface and alignment of track fair. Right of way fence generally fairly well maintained, however, there are several places where new right of way fence should be provided. Freight and passenger equipment satisfactorily maintained. Train service seems to be satisfactory for the traffic presented. Station buildings small but seem to be ample for the traffic. The stations are fairly well maintained. The traffic on this road is light. Highway crossings fairly well maintained. Safety appliances in good re.

pair, except crossing alarm bells. Numerous complaints have been received in regard to these devices. The company's officials promised to give this matter immediate attention. Switchstands are provided with targets, lights and locks. Switches and frogs blocked as required by law. Very little attention given to the clearing of right of way of weeds. Bridge structures in good repair. Trains are operated under the standard code of rules.

## CINCINNATI NORTHERN RAILROAD.

This property was inspected August 28. This line of road in Michigan extends from Jackson to the state line in Hillsdale county, and connects with the Michigan Central Railroad at Jackson, and the Lake Shore & Michigan Southern at Addison Junction. The rail in the track is 65 and 70 pound and fairly well maintained. Tie renewals have been liberal. Ballast is generally of a good quality. Surface and alignment of track fair. Bridge structures have received general repair and they are in good condition. Station buildings are generally small and fairly well maintained. Switch-stands are provided with locks, lights and targets. Highway crossings in good repair. Right of way fence generally satisfactory. Safety appliance satisfactorily maintained. Equipment seems to be in good repair and as required by law. Train service seems to meet requirements of the public.

## CHICAGO, MILWAUKEE &amp; ST. PAUL RAILWAY.

This property was inspected August 3 and 4. The portion inspected extends from Ontonagon to Crystal Falls, Iron River, Champion and Iron Mountain.

The line from Ontonagon to Mass is laid with 65 pound rail and same is in fair condition. Tie renewals have been fair. Surface and alignment fair. No attention given to the cleaning up of track and right of way. This part of the line should be reballasted and resurfaced. Right of way fence fairly well maintained, and many points fence should be provided. Bridge structures receive careful consideration. One large structure at Rockland has been filled with earth.

From Mass to Channing rail is generally 75 pound and in good condition. Track is ballasted with light grade of ballast. Tie renewals have been liberal. Surface and alignment of track is satisfactory for the traffic presented. Very little right of way fencing. Bridge structures in good repair. This branch crosses the Duluth Division of the Duluth, South Shore & Atlantic Railway at Sidnaw. This crossing is protected with a full interlocking system and the same is satisfactorily maintained. The stations on this branch seem to meet the requirements of the public and are satisfactorily maintained. The station at Sidnaw is a union station with the D. S. S. & A. Ry. This station is convenient and ample for a town the size of Sidnaw.

The line from Iron Mountain to Champion shows that the tie renewals have been liberal. Rails in fair condition and 75 pounds to the yard. Very little attention given to the cleaning of the right of way. Highway crossings generally satisfactorily maintained. Right of way not fenced for the entire distance. Track ballasted with a fair grade of ballast.

Surface and alignment of track fairly well maintained and is satisfactory for the traffic presented. Bridge structures in good repair. Station buildings satisfactorily maintained. A new station has been built at Iron Mountain, which is sufficient and convenient for the traveling public. Safety devices at highway and railroad crossings satisfactorily maintained.

From Channing to Crystal Falls shows that considerable heavy rail has been laid during the season. Tie renewals have been liberal. Very little right of way fencing. Bridge structures satisfactorily maintained. No stations except at Crystal Falls. This station is ample and convenient for the traveling public.

The line from Crystal Falls to Iron River is a new line and is first class in its construction. The new passenger station at Iron River is a commodious structure and convenient for the traveling public.

In addition to these lines the company has a large number of branch lines leading to iron mines, the iron ore being shipped by boat from Escanaba, this company using the track of the Escanaba & Lake Superior Railroad from Channing to Wells for the purpose of reaching their ore docks at Escanaba.

The passenger service afforded on this line is first class, and trains are operated under Manual Block System. Switch-stands are provided with targets, locks and lights. Safety devices are satisfactorily maintained. Equipment in good repair and as required by law. Frogs and switches fairly well blocked.

#### CHICAGO & NORTH WESTERN RAILWAY.

This property was inspected July 30 and 31, from Ironwood to Menominee and Michigamme. Main line from Menominee to Ishpeming was found to be in good condition, special attention having been given to maintaining surface and alignment of track. Rail and ties also satisfactorily maintained. Right of way fence generally satisfactory. Highway crossings in good repair. Right of way neat and clean. Switch-stands provided with targets showing no indication for main line and full face target for sidetrack. Bridge structures in good repair. Station buildings generally satisfactory, however, there are a number of stations that seem to be small for the traffic presented.

From Ironwood to Powers the road was found to be satisfactorily maintained for the traffic presented; 80 pound rail being used between Ironwood and Wakefield and 72 pound rail from Wakefield to Watersmeet, and five miles of new ballasting being placed under track between Watersmeet and Wakefield. Very little attention given to clearing of the right of way between Wakefield and Watersmeet. The rail in the track from Watersmeet to Powers is 65, 70 and 72 pound, and the same is generally well maintained. A new freight station is being erected at Ironwood which is commodious and convenient for the shippers. A new passenger station has been built at Iron River which is convenient for the traveling public and is equipped with all modern conveniences and a credit to the company and the town in which it is located. Right of way fence is in fair condition. Highway crossings generally in good repair. All curves are tie-plated. Bridge structures in good repair, several of them having been rebuilt this season.

The branch line from Ishpeming to Michigamme and Republic is laid with light rail and the same is satisfactory for the traffic presented. The renewals have been liberal. Considerable ballasting has been done this season. Bridge structures in good repair. No station buildings except at Republic and Michigamme. The traffic on these branches is very light.

All safety devices on the entire line are in good repair. All equipment seems to be in good repair and as required by law. Passenger train service good and all that could reasonably be expected. This property was found to be generally satisfactory.

#### DETROIT & CHARLEVOIX RAILROAD.

This property was inspected October 16. The line of road extends from Frederick, a connection with the Michigan Central Railroad, to East Jordan, also several branch lines to forest terminals which are used exclusively for the transportation of forest products. A mixed train service is provided for the patrons of this road which seems to be all that is necessary as the passenger business is very light. The equipment is in good repair and as required by law. There are no stations on this line of importance between Frederick and East Jordan. The station at East Jordan is well maintained and ample for the traffic presented. This line is not fenced for the entire distance. Where fence is constructed the same is fairly well maintained. The rail in the track is 60 and 65 pounds per yard and satisfactorily maintained for the traffic presented. Very little ballasting has been done. Twelve thousand ties have been renewed during the year. Bridge structures are in good repair. Switch-stands are provided with targets, locks and lights. Highway crossings fairly well maintained. Surface and alignment of track fair. Trains are operated under the standard code of rules. Safety appliances in good working order.

#### DETROIT & MACKINAC RAILWAY.

This property was inspected July 27. The main line extends from North Bay City to Cheboygan, with branch lines to Augres, Rose City, Prescott, Lincoln, Rogers City and several other branch lines which are used exclusively for the transportation of forest products. Service is extended into Bay City over the line of the Pere Marquette Railroad, the passenger station of the Pere Marquette Railroad at Bay City being used by the Detroit & Mackinac Railway Company. The general condition of this property on the main line was found to be first class. The track is supplied with rail that is from 70 to 85 pound and well maintained. Track is well ballasted and the surface and alignment is good. Station buildings are ample for the accommodation of the traffic. Right of way fence where built is in good repair. The Rose City, Prescott and Lincoln branches are not as well maintained as the main line but considering the traffic necessities they are considered safe and satisfactory. The track on the Rogers City branch is well ballasted with a good grade of ballast, and the general conditions are good and satisfactory to the traffic necessities. The rail on the branches is from 56 to 65 pounds. Switch-stands are provided

with single targets and lights. Bridge structures receive careful attention. Equipment is first class and well maintained. Trains are operated under the standard code of rules. At several points along the line concrete culverts are being installed in lieu of wood culverts.

DETROIT, TOLEDO & Ironton RAILROAD.

This line of road extends from Delray in Wayne county to Dundee in Monroe county, and from Tecumseh to the state line in Lenawee county. Service is extended from Delray to Detroit over the line of the Michigan Central Railroad, and from Dundee to Tecumseh over the line of the Lake Shore & Michigan Southern Railway. The inspection of this property showed that the property in general was in a dilapidated condition and unfit for operation. This was especially true of the bridges. After going over the line it was decided to make a special inspection of the bridges, and after such inspection it was found that they were not safe for the traffic presented, therefore, an order was issued requiring the company to rebuild all of their bridges. Pending the rebuilding of the bridges the company were required to reduce the speed of trains over all bridges to a speed not to exceed six miles per hour. Subsequent inspections show that all bridges have been rebuilt and the general condition of the property was very much improved to the extent of renewing 85,761 ties, erecting two freight depots, two round-houses and turn-tables, and general repairs to passenger stations at Delray and Wyandotte, also constructing new passenger tracks at Flatrock and Carlton, building of new stock pens at Adrian, also rebuilding of passenger and freight station at Adrian. Twelve miles of new 85 pound rail have been laid between Delray and Trenton; 2,400 feet of 60 pound rail laid at Adrian, and 1,590 feet of 60 pound rail laid at Sand Creek. Considerable ballasting has also been done.

Numerous complaints have been received from parties adjoining the line on account of poor right of way fencing. These complaints have been taken care of by the company building right of way fence or contracting with parties to build their own fence.

The interlocking devices at several points have received special attention and a number of them have been rebuilt, and work of rebuilding other interlocking devices is in progress.

The condition of this property is now generally satisfactory for the traffic presented and the company continues to make improvements.

DULUTH, SOUTH SHORE & ATLANTIC RAILWAY  
AND  
MINERAL RANGE RAILROAD.

This property was inspected July 28 and 29 from St. Ignace to Houghton, Lake Linden, Calumet, Mass City and Bessemer. The D. S. S. & A. Railway extends from St. Ignace and Sault Ste. Marie to Bessemer Junction, with branch line to Bessemer and a branch line from Nestoria to Houghton. This company has a large number of branch lines that are used almost exclusively for the transportation of forest and mine products, the mine products being principally iron ore, the same being transported from the iron mines to the docks at Marquette, thence by boat to destination.



The rail in the track is from 65 to 80 pound; ten miles of 80 pound rail being laid this year. The tie renewals have been liberal, 275,000 having been renewed this season. This line of road is generally ballasted with a good grade of ballast and the surface and alignment of the track is good. This company continues to replace light rail with heavier section. The track and right of way is clear of weeds. Bridge structures are receiving special attention, a number of them having been renewed this year. Station buildings are generally small and a number of them should be replaced with larger and more convenient buildings. The company contemplates erecting a new station at Moran. A new station has been erected at Bruce's Crossing, also a new passenger station including offices and quarters for employes has been erected at Thomaston. Switch-stands are generally provided with single targets, lights and locks. Tie plates are not used. Curves are generally braced with rail braces. Right of way fence where constructed is generally in good repair. Equipment, both passenger and freight, in good repair and as required by law. The passenger service seems to be satisfactory. Frogs and switches generally blocked. Highway crossings satisfactorily maintained.

#### MINERAL RANGE.

This line of road extends from Houghton to Calumet, Houghton to Lake Linden, Mills Junction to Calumet, and Keweenaw Bay to Mass City, with several branch lines leading to copper mines that are used almost exclusively for the transportation of copper rock.

This road is well constructed and track is satisfactorily maintained for the traffic presented. Bridge structures have received extensive repairs, a number of them having been filled with earth. Station buildings are generally small but seem to meet the requirements of the public. The passenger station at Calumet is convenient for the traveling public and is equipped with all modern conveniences. Very little right of way fencing on this property. Highway crossings satisfactorily maintained. Safety appliances in good repair. Equipment, both passenger and freight was in good repair and as required by law. Right of way being cleared of weeds. Passenger train service seems to meet the requirements of the public.

This property and the property of the D. S. S. & A. Ry. is under one and the same management and the same is satisfactory to this department.

#### EAST JORDAN & SOUTHERN RAILROAD.

The main line of this property was inspected October 17. It extends from East Jordan to Bellaire, a connection with the Pere Marquette Railroad. This company has several branch tracks which are used exclusively for the transportation of forest products. The rail in the main line is sixty pounds to the yard and the same is well maintained. The tie renewals have been liberal, 4,000 ties having been renewed this year. This track is ballasted with a light grade of ballast and the surface and alignment is satisfactory. Bridge structures in good repair. No stations of importance between East Jordan and Bellaire. The station at Bellaire is a joint station between the Pere Marquette Railroad and this company. The station at East Jordan is ample for the traffic

presented and is well maintained. Mixed train service is provided for the accommodation of the patrons of this road. It seems to be all that is necessary. Road not fenced for the entire distance. Where fence is built the same is generally satisfactorily maintained. Switch-stands provided with single targets, lights and locks. Equipment in satisfactory condition. Frogs and switches fairly well blocked.

#### EMPIRE & SOUTH-EASTERN RAILROAD.

This line of road extends from Empire Junction, a connection with the Manistee & North-Eastern Railroad, to Empire, a distance of eleven miles, and was inspected October 19.

The rail in the track is 35 pound to the yard and fairly well maintained. Tie renewals have been fair. Surface and alignment of track poor. Traffic light. Very little right of way fence. No stations between Empire Junction and Empire. Manistee & North-Eastern station at Empire Junction is used by this company. This road was built principally for the transportation of forest products to the saw mills at Empire. The company still maintain a branch line which is used exclusively for the transportation of forest products. Two mixed trains are operated daily except Sundays for the accommodation of the public, which seems to be ample for the traffic presented.

#### ESCANABA & LAKE SUPERIOR RAILROAD.

This property was inspected August 3. The main line of this road extends from Wells to Channing to connect with the Chicago, Milwaukee & St. Paul Railway. They also have several branches that are used almost exclusively for the transportation of forest products, and the C. M. & St. P. Ry. Co. operate over this line of road with their ore trains between Channing and a point near Wells. There are no stations of importance on this line, the passengers and less than carload shipments being very light. Mixed trains are provided for the accommodation of the public.

The rail in the track is from 65 to 90 pounds per yard, 65 pound rail being the standard. The rail generally is in good condition. Tie renewals have been large. All ties are supplied with tie plates. Considerable ballasting has been done during the year. The surface and alignment of the track is good for the traffic presented. This line is not fenced for the entire length. Where fence is built it is in fair condition. Switch-stands are provided with double targets. Frogs and switches are generally blocked. Trains are operated under standard code of rules. All bridge structures have received general repairs. All highway crossings satisfactorily maintained.

#### GRAND RAPIDS & INDIANA RAILWAY.

The property of this road inspected October 14 and 15 consists of the main line from Kalamazoo to Mackinaw City and branch lines from Walton to Traverse City, Missaukee Junction to Falmouth, and Petoskey to Harbor Springs.

The main line was found to be in good condition and well maintained. The company expects to lay eleven miles of new 85 pound rail between

Kalamazoo and Grand Rapids and nine and one-half miles on the northern division. The company has given special attention to the surface and alignment of the track. Tie renewals have been liberal. Right of way neat and clean. Station buildings are generally well maintained. Right of way fence generally in good repair. Highway crossing signs generally in good repair. Highway crossing approaches generally satisfactory. Highway crossings not fully planked in all cases, a number of them being filled in between the rails with crushed stone instead of planking. Bridge structures are receiving special attention and repairs. A number of open culverts have been replaced with concrete pipe. The service seems to meet the requirements of the public. Safety appliances in good working order. Land has been purchased at Sturgis for a new station and the company expects to erect a new station at this point during the next year.

The branch line from Petoskey to Harbor Springs is a double track line. This line is used principally for transporting the public to the summer resorts between Petoskey and Harbor Springs. The track is in good condition and well maintained. Convenient stations are provided for several resorts and they are well maintained. The service is first class and I would judge very satisfactory.

The branch line from Walton Junction to Traverse City shows that the company is maintaining this branch in a satisfactory manner, which will insure safe transportation of passengers as well as freight.

This line connects with the Manistee & North-Eastern Railway at Walton Junction, and the Traverse City, Leelanau & Manistique at Traverse City. Stations are generally small but seem to meet the requirements of the public. Right of way fence generally well maintained. Bridge structures in good repair. Right of way cleared of weeds.

The branches from Missaukee Junction to Falmouth, Jennings and Lake City do not receive as careful attention and high degree of maintenance as is given to the other branch lines, however, there has been a large number of tie renewals. Very little attention given to the ballasting of surface and alignment of the track. The rail is generally surface bent, however, in our judgment the track is safe for the traffic presented. Bridge structures in good repair. Very little right of way fence. Highway crossings in fair condition. Station buildings in good repair.

The equipment on the entire line, both passenger and freight, seems to be satisfactory. Switch-stands are generally provided with targets, lights and locks. Trains are operated under standard code of rules and the manual block. As a whole this property was found to be satisfactory.

#### GRAND TRUNK RAILWAY SYSTEM.

This property was partially inspected October 28, 29 and 30. The portion inspected comprises the Chicago, Detroit & Canada Grand Trunk Junction line from Detroit to Richmond, the Air Line from Richmond to Jackson, the Pontiac, Oxford & Northern from Pontiac to Imlay City, the Toledo, Saginaw & Muskegon from Ashley to Muskegon, the Detroit, Grand Haven & Milwaukee from Grand Haven to Durand and the Grand Trunk Western from Port Huron to the state line near Granger.

*The Chicago, Detroit & Canada Grand Trunk Junction* line is laid with 70 pound rail and is well maintained. Tie renewals have been liberal. Right of way fence generally well maintained. Considerable ballasting has been placed in track this season. Surface and alignment of track good. Right of way clear of weeds. Highway crossing signs satisfactory. At a number of highway crossings approaches were not satisfactorily maintained. The company officials promised to have this attended to at once. Station buildings generally satisfactorily maintained. However, it was noted that the station at Mt. Clemens needed general repairs and painting both inside and out. Bridge structures in good repair. Switch-stands provided with single targets, lights and locks.

*The Air Line Division* is laid with 67 pound rail excepting about five miles, which is 60 pound. The company expects to renew the 60 pound rail this season. The rail is generally in good condition. The ties are satisfactorily maintained and surface and alignment of track is satisfactory for the traffic presented. Bridge structures are being repaired at several points along the line. Right of way fence generally in good repair, however, it was noted that new fence should be provided at several points on the line. Highway crossings satisfactory. Approaches to several highway crossings should have additional filling. Right of way not clear of weeds. Station buildings generally small, a number of them not being sufficient for the requirements of the traffic presented. Switch-stands provided with single and double targets, lights and locks.

*The Pontiac, Oxford & Northern* division is laid with 56, 60 and 65 pound rail and is in fair condition. Tie renewals have been large. Track is ballasted with light grade of ballast, and the surface and alignment of the track is fairly well maintained. This track should be reballasted for the entire length of the road. Weeds on right of way not cut. Approaches to several of the highway crossings need extra filling. Cattle-guards and crossing signs generally satisfactory. Right of way fence in fair condition. Station buildings were found to be generally well maintained. Switch-stands provided with single targets, lights and locks. There are a few stub switches at different sidings. We are pleased to state that this property shows improvement during the last year.

*Toledo, Saginaw & Muskegon Division.* This track is laid with 60 pound rail. Same is considerably worn. Tie renewals have been large. Track is ballasted with cinders and light grade of ballast. Surface and alignment of track is fairly well maintained. Traffic on this division is light. The right of way fence has been the source of considerable annoyance, however, we are pleased to report that the fence has been renewed at many points on the line and the company are continuing to rebuild or renew the fence. Bridge structures receive general repairs. Station buildings fairly well maintained. Weeds on right of way not cut. Sidetracks generally provided with stub switches.

*Detroit, Grand Haven & Milwaukee Division.* This line is equipped with 67 pound rail from Grand Haven to Grand Rapids and 80 pound rail from Grand Rapids to Detroit. All rail is well maintained and track is well ballasted. Surface and alignment is good and equal for the fast traffic presented. Station buildings have received general repairs and the same are well maintained. Right of way fence, crossings

and crossing signs in good repair. Switch-stands provided with single targets, lights and locks. Right of way cleared of weeds. Bridge structures in good repair and well maintained.

*Grand Trunk Western Division.* This is a double track main line and the rail in the track is generally 80 pound and is generally in good condition and well maintained. The company is laying 100 pound rail on this division whenever it becomes necessary to replace 80 pound rail. Considerable ballasting has been done during the season. The ballast is of a good quality. Tie renewals have been large and the surface and alignment of the track is generally well maintained. Right of way fence in good repair. Highway crossing signs, wing fences and cattle-guards in good repair. Station buildings generally satisfactory and well maintained. Right of way cleared of weeds. Bridge structures in good repair and well maintained.

The equipment on the entire system seems to be in good repair and is maintained as required by law. Interlocking devices at several railroad crossings in good working order. Crossing alarm bells show that they receive careful attention, and they are very much improved since the last inspection. Passenger and freight service seems to be ample for the traffic presented. Trains are operated under standard code of rules. With exceptions herein noted this system was found to be satisfactorily maintained for the traffic presented.

#### KALAMAZOO, LAKE SHORE & CHICAGO RAILWAY.

This property was inspected September 2. This line of road extends from Kalamazoo to South Haven. The rail in the track is from 56 to 80 pounds per yard and generally in fair condition and satisfactorily maintained for the traffic presented. The stations are generally satisfactory for the traffic presented, however, they are not as well maintained as they should be. Renewals of ties have received special attention. Eleven thousand ties renewed this year. The track is ballasted with a light grade of ballast. The surface and alignment is satisfactory for the traffic. This line is not fenced for the entire distance. Where fence has been constructed same is fairly well maintained. Bridge structures have received repairs. Main line switch-stands are provided with single and double targets, lights and locks. Equipment in fair condition and as required by law except locomotive headlights. The company promises to have headlights as required by law by November 1. Right of way not cleared of weeds. Highway crossing approaches in fair condition. Highway crossing signs, wing fences and cattle-guards fairly well maintained. Frogs and switches generally blocked. Trains are operated under standard code of rules. Safety appliances in good repair.

#### KEWEENAW CENTRAL RAILROAD.

This property was inspected August 3. This line of road extends from the junction point with the Copper Range Railroad near Calumet to Mandan in Keweenaw county. Service is extended into Calumet over the line of the Copper Range Railroad. The traffic on this line of road is very light, so much so that they do not operate from November to May. The track is satisfactorily maintained for the traffic presented.

Stations are generally small but seem to be ample for the traffic. Very little right of way fencing. Rail, ties, surface and alignment of track satisfactory for the traffic presented. Equipment in good repair and as required by law except that engines are not equipped with electric headlights.

#### LAKE SHORE & MICHIGAN SOUTHERN RAILWAY.

This property was inspected September 16, 17 and 18. The main line is maintained in excellent condition. Special attention being given to the renewing of ties, as well as reballasting of track, thereby assuring good surface and alignment which is maintained by this company.

The Detroit, Jackson, Lansing and Kalamazoo Divisions are also given careful attention and the general conditions are found to be entirely satisfactory for the traffic presented.

The Ypsilanti, Fort Wayne and Adrian Divisions have also received careful attention and while not as well maintained as the main line they are satisfactory and safe for the traffic presented; and it is safe to say that the track on the main line and branches of this road is equal in point of maintenance and safety to any railroad in the state.

The stations on the entire system receive careful attention and they are maintained in a satisfactory manner; including sanitary conditions. Equipment is first class, all equipment being supplied with all modern conveniences and safety devices for the safe and speedy handling of traffic. Bridge structures are in first class condition. All safety appliances in good working order. Right of way fences generally well maintained. It is noted that a number of highway crossings are not provided with cattle guards. With exceptions noted this property is in excellent condition.

#### LAKE SUPERIOR & ISHPEMING RAILWAY

AND

#### MUNISING, MARQUETTE & SOUTH-EASTERN RAILWAY.

This property is under the one management; and inspection was made July 31 and August 1.

The Lake Superior & Ishpeming Railway extends from Marquette to Ishpeming with several branch lines to iron mines. The principal business of this line is transporting iron ore from the mines to the storage docks at Marquette. A general freight and passenger service is also maintained. This property was found to be in excellent condition and satisfactory in every way for the necessities of the traffic.

The Munising, Marquette & South-Eastern Railway extends from Munising to Marquette and Big Bay, with a branch to Princeton; also branches to forest terminals. We are pleased to report that the track from Munising to Little Lake is in much better condition than it was at the last inspection. A large amount of filling and ballasting, as well as rebuilding of bridges, has been done during the year. The line from Princeton to Little Lake is in good condition. From Lawson to Marquette the general conditions are good and equal for the traffic presented. From Marquette to Big Bay the track is not as well maintained, however, it is safe for all the necessities of the traffic.

All this property was found to be entirely satisfactory and equal for the traffic presented.

MANISTEE & NORTH-EASTERN RAILROAD.

This property from Manistee to Traverse City and to Empire Junction was inspected October 19. The rail on the main line is 65 pounds per yard and found to be in good condition and well maintained. Track is well ballasted. Ballast is of light quality. Surface and alignment was found to be satisfactory. The line is not fenced for the entire distance. Where fence is built it was found to be generally in fair condition. Station buildings were found to be generally satisfactory. Safety appliances in good repair. Equipment first class. Bridge structures in good repair and safe for the traffic presented. Train service seems to meet the requirements of the public. Highway crossings satisfactorily maintained. Wing fences and cattle-guards in good repair. Weeds on right of way not cut. Switch-stands provided with double targets, lights and locks. Frogs and switches blocked.

The branch from Platte River Junction, a connection with the Empire & Southeasterly, is provided with 56 pound rail which is in fair condition and fairly well maintained. Tie renewals have been fair. Very little ballasting done during the season. Surface and alignment of track satisfactory for the traffic presented. Traffic very light. Station buildings well maintained. Line not fenced for the entire distance. Where fence is built it is fairly well maintained. Highway crossings and approaches in fair condition. Crossing signs satisfactory. Switch-stands provided with double targets. Weeds on right of way not cut. Train service seems to meet requirements of the public.

Trains on the entire system operated under standard code of rules. Safety devices at the several railroad crossings in good repair.

MICHIGAN CENTRAL RAILROAD.

A portion of this property was inspected October 23, 24 and 25. The main line of this company from Detroit to New Buffalo is maintained up to their usual standard of perfection, which shows first class track, convenient and ample station facilities for the accommodation of the patrons of the road, most modern up to date equipment with all modern improvements for the safe and convenient handling of the passengers as well as freight. Special attention being given to the safe handling of the passenger and freight service by the maintenance of an automatic block and signal system. This line of road is supplied with 100 pound rail and rock ballast for the greater portion of the line. All crossings of railroad are protected with interlocking and derailling switch and signal systems. Bridge structures receive careful attention.

The Grand River Valley, Air Line, Bay City and Mackinaw Divisions show that improvements are continually being made by laying of heavier rail, rebuilding of bridges, ballasting of track and renewals of ties. These divisions are well maintained and the general conditions show that the company has always in mind the safe and prompt dispatch of business.

The South Haven, Battle Creek, Twin Lakes and Gladwin Branches

are not in as good condition as the main line branches, however, it was found that the track, bridges and other structures are satisfactorily maintained for the traffic presented. It was especially noticeable that the general condition of the South Haven Branch was much improved since the last inspection.

The equipment on the entire system is satisfactorily maintained. Train service seems to meet the requirements of the public and is ample for the traffic presented. As an extra precaution for the safe operation of trains the company has installed on all divisions (except the Chicago Division, which is equipped with automatic block signal system) the manual block at an extra expense of \$100,000.

#### MICHIGAN EAST & WEST RAILWAY.

This line of road extends from Marion, a connection with the Ann Arbor Railroad, to Manistee; and crosses and connects with the Pere Marquette Railroad at Peacock and the Grand Rapids & Indiana Railway at Tustin. This company has a number of logging branches that are used exclusively for loading purposes. This property shows improvement since the last inspection, by renewing a large number of ties and reballasting at several points along the line. The rail is in fair condition and the track is satisfactory for the traffic presented. The equipment is in fair condition and the service has improved since the last inspection by the company providing extra passenger trains. This improvement fills a long felt want and is thoroughly appreciated by the public. Considerable new right of way fence has been built. Bridge structures have received attention and repairs. Station buildings are small but seem to meet the requirements of the traffic. The crossing of the Pere Marquette Railroad at Peacock is protected by a full interlocking and derail switch and signal system and same is in good working order. The crossing of the Grand Rapids & Indiana Railway at Tustin is made by means of a separation of grades. Very little attention given to the cutting of weeds on the right of way. Highway crossings and approaches fairly well maintained. Trains operated under standard code of rules.

#### MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE RAILWAY.

This property was inspected August 5. The main line of this property extends from Faithorn Junction in Menominee county to Sault Ste. Marie. The rail in the track is 80 pounds per yard and generally well maintained. Tie renewals have been liberal, 75,000 ties having been renewed this year. The company continues to reballast their track with a good grade of ballast, and the surface and alignment of the track is good. Main line switch-stands are provided with single targets, lights and locks. Stations are generally small but seem to be adequate for the traffic presented. Stations were found to be satisfactorily maintained. Bridge structures in good repair. Highway crossing approaches in good repair. Road not fenced for the entire distance. Where fence is built the same is in fair condition. Frogs and switches generally blocked as required by law. Weeds on right of way have not been cut. Safety appliances in good repair. Equipment, both passenger and freight, satis-



factorily maintained. Passenger train service seems to meet the requirements of the public.

PERE MARQUETTE RAILROAD COMPANY.

Inspection of this property was made November 4, 5, 6, 7, 8, 9 and 10. Main line tracks were found to be in good condition and satisfactory in point of safety for all the necessities of the traffic. The rail in the tracks is from 70 to 90 pounds per yard, forty miles of 90 pound rail having been laid this season. Ninety pound rail being used for practically the entire distance between Detroit and New Buffalo. Tie renewals have been large. A large amount of ballasting has been done and the surface and alignment of the track is good. Bridge structures have received careful attention. Wooden structures have been replaced with modern steel and concrete structures. One hundred twenty-five miles of automatic block signals have been installed, which are proving very satisfactory. Station buildings are generally satisfactory for the traffic presented, however, there are a few stations that are too small to accommodate the necessities of the traffic. Switch-stands are provided with targets, lights and locks.

The condition of the right of way fence has improved. This matter has been the cause of many complaints, however, we are pleased to report that the right of way fence is now receiving special attention and arrangements have been made to build right of way fence wherever needed.

Highway crossings generally satisfactorily maintained. We are pleased to report that the company has erected a new station at Port Huron. This is a very much needed improvement. This station is commodious and furnished with all modern conveniences. All safety appliances are in good repair.

The branch lines are not as well maintained as the main lines, however, they show that special attention is being given to traffic necessities and they were found to be safe for the traffic presented. The question of fencing on the branches has been the source of considerable annoyance as well as on the main lines, and we are pleased to report that arrangements have been made for repairing or rebuilding all fences wherever required.

Taking everything in consideration, we are pleased to report that the physical condition of this property is good with exceptions herein noted. The equipment, both passenger and freight shows a decided improvement.

TRAVERSE CITY, LEELANAU & MANISTIQUE RAILWAY.

This property was inspected October 18 and consists of a line of road from Hatch's Crossing to Northport all in Leelanau county. Train service is extended into Traverse City over the Manistee & North-Eastern and Grand Rapids & Indiana Railways, the station of the G. R. & I. Ry. being used as their passenger station. The rail in the track is 65 pounds per yard and is in good condition. Tie renewals have been fair. Two thousand ties have been renewed this season. This property is not fenced for the entire distance. Where right of way fence is built it is

satisfactorily maintained. Track is ballasted with a good grade of ballast. Surface and alignment of track is fairly well maintained. Weeds on right of way not cut. Bridge structures satisfactory. Equipment in fair condition. The traffic on this line of road is light. No stations of importance. Switch-stands provided with targets and locks; no lights. Trains operated under standard code of rules.

#### WABASH RAILROAD.

This property, in Michigan, extends from Detroit to the state line near Munson, Lenawee county, and was inspected November 18. This company has made important improvements in this property by installing double track between Delray and Britton. The rail in the track is 80 pounds per yard on west bound track and 90 pounds per yard on east bound track. It is the intention of the company to complete the double track in Michigan during the next year. The track is in good condition and well tied, 30,000 ties having been renewed this season. Considerable ballasting has been done, a large amount of crushed slag and rock having been used for this purpose. Switch-stands are provided with numerous patterns of targets. All bridge structures have been renewed and so constructed as to take care of double track. Bridge structures are provided with ballast floors. Concrete boxes and iron pipe are substituted for all wooden culverts. Right of way fence generally in good repair. Highway crossing approaches and crossing plank generally in good repair. Wing fences and stockyards whitewashed. Station buildings in good repair and well maintained. Right of way clear of weeds. Much needed improvements have been made in the terminals at Detroit by building new track in yards as well as new freight house. Trains are operated under standard code of rules. Automatic block signals installed from Milan to Detroit. Balance of road, trains are operated under manual block system. A very decided improvement is noted in this property since the last inspection.

#### WISCONSIN & MICHIGAN RAILWAY.

This property was inspected August 5. This line of road, in Michigan, extends from Iron Mountain, in Dickinson county, to Packard, in Menominee county, a distance of forty-six miles. Train service is extended to Menominee over the lines of the C. M. & St. P., from Bagley Junction in Wisconsin. The traffic in Michigan on this line of road is very light. Stations on this line are small but ample for the traffic presented. Station at Norway will be moved from its present location to another point, thereby giving better accommodation to the patrons of the road. Rail in the track is in good condition and is 56, 70 and 75 pounds per yard. Tie renewals have been fair, 7,000 ties having been renewed this season. Very little reballasting of track this year. Alignment and surface of the track is fair. The track should be reballasted for the entire length of the road in Michigan. The cuts are in poor condition and should be ditched so that surface and alignment of track may be better maintained. Switch-stands are provided with targets and locks; no lights. Targets should be repainted. Very little attention given to the clearing up of the right of way. This line is not fenced

for the entire distance. Where fence is built it is in fair condition. Highway crossings fairly well maintained. Frogs and switches generally blocked. Bridge structures receive attention and necessary repairs. Trains operated under standard code and rules. Mixed train service being provided for the accommodation of the public.

BENTON HARBOR-ST. JOE RAILWAY & LIGHT COMPANY.

This property was inspected August 13. In addition to the city lines in Benton Harbor and St. Joseph this company has interurban lines extending from Benton Harbor to Dowagiac, and from Benton Harbor to Watervliet. In addition to the passenger business on the interurban lines the company does a large freight business. Wherever necessary the company has provided stations, which are well maintained. The road is generally on private right of way, however, the same is not fenced for the entire distance. Where fence is built the same is in good condition. Highway crossings and bridges are in good repair. Highway crossings are provided with crossing signs. Special attention has been given to tie renewals. The track is surfaced with a light grade of ballast. The surface and alignment of track is satisfactory for the traffic presented. Bridge structures receive careful attention. There are a number of curves which are excessive on the line between Benton Harbor and Eau Claire. The company contemplates changing the line of the road at several points which will do away with these excessive curves. The right of way has been purchased at several points for this purpose. Equipment is in good repair and as required by law. Wire construction first class. Trains operated under the written train order system. Main line switches are provided with targets, lights and locks. Safety appliances in good repair. The passenger service afforded seems to meet with the requirements of the public.

DETROIT UNITED RAILWAY.

The inspection of the interurban lines of this property which extends from Detroit to Flint, Almont, Port Huron, Jackson, Saline, Pontiac, Northville and the State Line in Monroe county, was found to be in good condition and equal to the traffic presented from point of safety.

Tie renewals have been large; considerable ballasting has been done and the surface and alignment of the track is good. All bridge structures have received careful attention and the necessary repairs. This entire system is operated as a trolley system and the wiring is well maintained. Safety appliances at highway and railroad crossings are in good working order. The trains are operated under the standard code of interurban railroads. The equipment is in good repair and well maintained. Several new cars, both freight and passenger, have been added during the year. All cities and villages are provided with passenger and freight stations which seem to be ample for the requirements of the public. Interurban stations are provided at the principal crossings. Highway crossings are fairly well maintained. Right of way fence, where constructed, is satisfactorily maintained. At a number of points the company has secured additional right of way for the purpose of straightening the track or removing it from the highways. At other

points they have double tracked around curves as an additional safety for operation. All main line switch stands are provided with semaphore targets, locks and lights. The cars are equipped as required by law.

In all this property was found to be satisfactory for the requirements presented.

#### GRAND RAPIDS, GRAND HAVEN & MUSKEGON RAILWAY.

This property was inspected August 12. This line of road extends from the city limits of Grand Rapids to the city limits of Muskegon, with a branch line to Grand Haven and Highland Park, a summer resort on Lake Michigan located near Grand Haven. Service is extended into Grand Rapids over the Grand Rapids city railway and into Muskegon over the line of the Muskegon city railway.

This line of road is what is known as a third rail electric railway, the third rail being used on private right of way, and trolley through cities and villages. The private right of way is well fenced with wing fences and cattle-guards at all highway and private crossings. All crossings where third rail is installed are provided with crossing signs warning the public to keep off the right of way. This company has stations at all of the cities and villages through which it passes. A new station has been erected at Grand Rapids at a cost of \$40,000. This station is used for passenger and freight business and is very convenient and equipped with all modern conveniences. A new station has been erected at Berlin; also at Spring Lake. Interurban stations are also placed at the principal highway crossings. All stations in cities and villages are provided with agents with authority to take train orders. The train order boards consist of a semaphore signal placed on each side of the station which are normally set to danger and cleared by agent when called for by motorman if no orders are received for delivery. If orders are held for train crew the agent first delivers the orders to the train crew and clears the order board or block for the crew to proceed. All stations are well maintained. The rail in the track is 70 pound to the yard, except between Grand Haven and Highland Park. This rail is of a much lighter section. Rail is in good condition and well maintained. Considerable ballasting has been done during the year. Ten thousand ties have been renewed. Surface and alignment of the track is good. All highway crossing approaches well maintained. Switch-stands provided with double targets, lights and locks. Bridge structures in good repair. All equipment in first class condition and as required by law. The passenger and freight service is first-class and all that could be expected. Special attention has been given to the clearing up of the right of way and station grounds. This property was found to be in good condition and satisfactorily maintained and operated.

#### GRAND RAPIDS, HOLLAND & CHICAGO RAILWAY.

This property was inspected August 12. The main line of this road extends from the city limits of Grand Rapids to Macatawa Park, with a branch line from Macatawa Park to Saugatuck. The service is extended into the city of Grand Rapids over the Grand Rapids city lines.

The main line from Grand Rapids city limits to Macatawa Park is a double track line and the rail in the track is 67 pound and in good condition and well maintained. Fourteen thousand ties have been renewed this season. Considerable ballasting has been done and the surface and alignment of the track is good. Right of way fence where built is generally in good repair. Right of way not cleared of weeds. Highway crossing approaches in good repair. The wing fences, cattle-guards and highway crossings signs are fairly well maintained. Station buildings in good repair and well maintained, twelve new interurban stations having been built this year. Switch-stands are provided with targets, lights and locks. Trains operated under what is known as Michigan Standard Code of Rules. Equipment, both freight and passenger, in good condition and well maintained and as required by law. A number of new passenger cars have been added to the equipment. These cars are of the latest design of interurban equipment. Passenger and freight service seems to be entirely satisfactory. Wire construction satisfactorily maintained. Bridge structures being overhauled and repairs made. As an extra protection the company are placing warning signs on the highway for the purpose of notifying the public on the highway the distance from the next railroad crossing.

The line from Macatawa Park to Saugatuck, a portion of which has been relocated, is now a very superior line to the old one and was found to be generally satisfactory, especially the service now afforded to the public.

This property was found to be entirely satisfactory.

#### MICHIGAN UNITED TRACTION COMPANY.

This property was inspected September 3. This property consists of lines in the cities of Kalamazoo, Battle Creek, Jackson and Lansing, interurban lines from Kalamazoo to Jackson, Jackson to Lansing, Lansing to Owosso, Lansing to St. Johns, and a branch line from Augusta to Gull Lake and from Jackson to Grass Lake, also from Owosso to Corunna.

Important improvements have been made in the city lines as well as on interurban lines where same pass through cities. Where no city line exists this work has been principally on streets in the way of paving and laying heavier rail. The line from Kalamazoo to Battle Creek, Augusta to Gull Lake, Jackson to Grass Lake, Lansing to St. Johns, Lansing to Pine Lake are operated by trolley. From Battle Creek to Jackson, Jackson to Lansing, Pine Lake to Owosso, are operated as third rail and trolley system. The third rail is used on private right of way, which is well fenced. All crossings are provided with wing fences and cattle-guards. In addition to this warning signs are placed at all crossings warning people to keep off right of way. The trolley system is used in cities and villages where there is no fence. The property of this company is well fenced and same is well maintained. Tie renewals have received special attention on the lines of the entire system. The track from Battle Creek to Jackson and Lansing to Owosso is maintained in excellent condition. From Kalamazoo to Battle Creek and from Lansing to St. Johns the track is satisfactorily maintained for the traffic presented. All cities and villages through which this company's lines pass

are supplied with stations which are well maintained. All important highway crossings are provided with interurban stations. Trains are operated under standard code of rules. Main line switches are provided with targets, lights and locks. Highway crossings provided with wing fences, cattle-guards, crossing signs and whistle posts and are satisfactorily maintained. Bridge structures have received special attention. At Gulch Road near Battle Creek a grade separation has been made instead of grade crossing. This is a very desirable improvement. All safety appliances in good repair. Equipment is first class and as required by law. Several new cars have been purchased during the year for city lines as well as interurban lines. These cars are first class in every respect and equipped with all modern safety appliances. The service afforded is excellent. Very little attention given to the cutting of weeds on right of way. Highway crossing approaches and crossing plank generally well maintained.

This property was found to be generally well maintained and satisfactorily managed. The line from Owosso to Corunna has been rebuilt during the year and is now in first class condition.

#### SAGINAW-BAY CITY RAILWAY.

This line of road extends from Saginaw to Bay City and is operated by electricity with trolley contact. Equipment is in good repair. Service seems to be all that is necessary for the traffic. The rail in the track is satisfactory. Tie renewals have been liberal. Surface and alignment of track fair. Right of way fence where built is in fair condition. Bridge structures satisfactory. This line crosses the Grand Trunk and Michigan Central at grade. Crossings are protected with half interlocking systems that are in good working order. Trains operated under standard code. Traffic on this line is light. Conditions were found to be satisfactory and safe for the traffic necessities.

#### SOUTHERN MICHIGAN RAILWAY.

This property was inspected August 13. This line, in Michigan, extends from the city limits of St. Joseph to the state line, all in Berrien county. Service is extended into the city of St. Joseph over the city lines of the Benton Harbor-St. Joe Railway & Light Company. This line of road is operated as a trolley line. The passenger service is excellent and has proved very satisfactory to the patrons of the road. All equipment is in first class condition and as required by law. This line is on private right of way and same is generally well fenced. Bridge structures are in good repair and well maintained. A large number of ties have been renewed this year. Rail is first class and is 70 pounds to the yard. All curves are well braced; track is generally well ballasted; and the surface and alignment is good. All main line switch-stands are provided with semaphore targets, lights and locks. Trains are operated under standard code of rules. Highway crossing approaches in good repair. Crossing signs at highways satisfactorily maintained. All cities and villages through which this line passes are provided with stations and station agents. The stations were found to be in good condition and

well maintained. The principal highway crossings are provided with convenient shelter stations, five new shelter stations having been built this year. Right of way neat and clean. Equipment in first class condition and as required by law.





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**DIRECTORS AND OFFICERS OF STEAM RAILROAD  
COMPANIES DOING BUSINESS IN MICHIGAN  
FOR THE YEAR ENDING JUNE 30, 1914.**

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# ANN ARBOR RAILROAD COMPANY.

Organized September 21, 1895, under the laws of the State of Michigan.

## DIRECTORS.

Name.	Postoffice address.	Expiration of term.
R. J. Flick.....	Wilkesbarre, Pa.....	September, 1914.
Emery S. Lyon.....	30 Broad Street, New York City.....	September, 1914.
J. Ramsey, Jr.....	42 Broadway, New York City.....	September, 1914.
Newman Erb.....	42 Broadway, New York City.....	September, 1915.
Leroy W. Baldwin.....	42 Broadway, New York City.....	September, 1915.
F. Hertenstein.....	Western German Bank, Cincinnati, O.....	September, 1915.
A. W. Towsley.....	Cherry St. Station, Toledo, O.....	September, 1915.
F. Kingsbury Curtis.....	30 Broad Street, New York City.....	September, 1916.
Wm. J. Wollman.....	42 Broadway, New York City.....	September, 1916.
H. H. Harrison.....	60 Broadway, New York City.....	September, 1916.
H. I. Miller.....	115 Broadway, New York City.....	September, 1916.

## OFFICERS.

Title.	Name.	Official address.
President.....	Newman Erb.....	New York City.
First Vice-President.....	H. I. Miller.....	New York City.
Second Vice-President.....	A. W. Towsley.....	Toledo, Ohio.
Third Vice-President.....	H. H. Harrison.....	New York City.
Secretary.....	H. B. Blanchard.....	New York City.
Treasurer.....	Jesse Mayer.....	New York City.
General Solicitor.....	Alex. L. Smith.....	Toledo, Ohio.
Attorney or General Counsel.....	Gustavus Ohlinger.....	Toledo, Ohio.
Auditor.....	Jos. Goldbaum.....	Toledo, Ohio.
Assistant Auditor.....	Jos. W. Piper.....	Toledo, Ohio.
General Manager.....	A. W. Towsley.....	Toledo, Ohio.
Engineer of Valuation.....	L. J. Allen.....	Ann Arbor, Mich.
General Superintendent.....	A. Syverson.....	Owosso, Mich.
S. M. P.....	J. E. Osmer.....	Owosso, Mich.
Traffic Manager.....	H. S. Bradley.....	Toledo, Ohio.
Asst. General Freight and Passenger Agent.....	G. A. Weller.....	Toledo, Ohio.

## ANNUAL REPORT.

## ARCADIA &amp; BETSEY RIVER RAILWAY.

Organized September 25, 1895, under the laws of the State of Michigan.

## DIRECTORS.

Name.	Postoffice address.	Expiration of term.
Charles J. Starke.....	Arcadia, Michigan.....	December 31, 1914.
Henry Mauntler.....	Arcadia, Michigan.....	December 31, 1914.
Adolph Hasse.....	Arcadia, Michigan.....	December 31, 1914.
Maria Starke.....	Arcadia, Michigan.....	December 31, 1914.
John Wildt.....	Arcadia, Michigan.....	December 31, 1914.

## OFFICERS.

Title.	Name.	Official address.
President.....	Charles J. Starke.....	Arcadia, Mich.
First Vice-President.....	Henry Mauntler.....	Arcadia, Mich.
Secretary and Treasurer.....	Adolph Hasse.....	Arcadia, Mich.
Attorney or General Counsel.....	A. J. Dovel.....	Manistee, Mich.
Auditor.....	Cnas. W. Beattie.....	Arcadia, Mich.
General Manager.....	Charles J. Starke.....	Arcadia, Mich.
Assistant General Manager.....	John Wildt.....	Arcadia, Mich.
Chief Engineer.....	John A. Mitchell.....	Ludington, Mich.
General Superintendent.....	John Wildt.....	Arcadia, Mich.
Traffic Manager.....	Adolph Hasse.....	Arcadia, Mich.

## BLANEY &amp; SOUTHERN RAILWAY COMPANY.

Organized October 18, 1902, under the laws of the State of Michigan.

Controlled by Wisconsin Land &amp; Lumber Co., by ownership of stock.

## DIRECTORS.

Name.	Postoffice address.	Expiration of term.
G. W. Earle.....	Hermansville, Michigan.....	December 1, 1914.
E. P. Radford.....	Hermansville, Michigan.....	December 1, 1914.
G. H. Earle.....	Hermansville, Michigan.....	December 1, 1914.

## OFFICERS.

Title.	Name.	Official address.
Chairman of Board.....	G. W. Earle.....	Hermansville, Michigan.
President.....	G. W. Earle.....	Hermansville, Michigan.
First Vice-President.....	E. P. Radford.....	Hermansville, Michigan.
Secretary.....	G. H. Earle.....	Hermansville, Michigan.
Treasurer.....	G. W. Earle.....	Hermansville, Michigan.
General Superintendent.....	E. P. Radford.....	Hermansville, Michigan.
Traffic Manager.....	W. B. Earle.....	Hermansville, Michigan.

# MICHIGAN RAILROAD COMMISSION.

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## BOYNE CITY, GAYLORD & ALPENA RAILROAD COMPANY.

Organized March 28, 1905, under the laws of the State of Michigan.

Operated by Michigan Trust Co., Receiver.

### DIRECTORS.

Name.	Postoffice address.	Expiration of term.
W. H. White.....	Boyne City, Mich.....	Terminated by appointment of Receiver, Nov. 18, 1913.
Thos. White.....	Boyne City, Mich.....	
James A. White.....	Buffalo, New York.....	
L. H. White.....	Boyne City, Mich.....	
J. M. Harris.....	Boyne City, Mich.....	
W. L. Martin.....	Boyne City, Mich.....	
J. T. Wyley.....	Saginaw, Mich.....	

### OFFICERS.

Title.	Name.	Official address.
President.....	W. H. White.....	Boyne City, Mich.
Vice-President.....	Thomas White.....	Boyne City, Mich.
Secretary.....	W. L. Martin.....	Boyne City, Mich.
Treasurer.....	James White.....	Buffalo, New York.
Auditor.....	J. M. Tompkins.....	Boyne City, Mich.
General Manager.....	W. H. White.....	Boyne City, Mich.
Assistant General Manager.....	H. W. Everest.....	Boyne City, Mich.
General Freight Agent.....	J. M. Tompkins.....	Boyne City, Mich.
General Passenger Agent.....	L. H. White.....	Boyne City, Mich.
Superintendent.....	L. H. White.....	Boyne City, Mich.
Land Commissioner.....	E. W. Abbott.....	Boyne City, Mich.

## CHICAGO, KALAMAZOO & SAGINAW RAILWAY COMPANY..

Organized January 7, 1883, Charter amended December 10, 1887, under the general railroad laws of Michigan.

Controlled by the Michigan Central Railroad Company by ownership of stock.

### DIRECTORS.

Name.	Postoffice address.	Expiration of term.
H. B. Ledyard.....	Detroit, Michigan.....	September 8, 1914.
Henry Russel.....	Detroit, Michigan.....	
E. D. Bronner.....	Detroit, Michigan.....	
F. E. Robson.....	Detroit, Michigan.....	
F. O. Waldo.....	Detroit, Michigan.....	
N. H. Stewart.....	Kalamazoo, Michigan.....	
J. C. Shaffer.....	Chicago, Illinois.....	

### OFFICERS.

Title.	Name.	Official address.
President.....	H. B. Ledyard.....	Detroit, Mich.
Vice-President.....	E. D. Bronner.....	Detroit, Mich.
Secretary.....	F. O. Waldo.....	Detroit, Mich.
Treasurer.....	W. E. Hackett.....	Detroit, Mich.
Attorney or General Counsel.....	Henry Russel.....	Detroit, Mich.
Auditor.....	F. O. Waldo.....	Detroit, Mich.
Assistant Auditor.....	H. J. Van Vleck.....	Detroit, Mich.
Chief Engineer.....	G. H. Webb.....	Detroit, Mich.
General Superintendent.....	L. Sergeant.....	Kalamazoo, Mich.
General Freight Agent.....	S. C. Greusel.....	Kalamazoo, Mich.
General Passenger Agent.....	S. C. Greusel.....	Kalamazoo, Mich.

## CHICAGO, MILWAUKEE &amp; ST. PAUL RAILWAY COMPANY.

Organized May 5, 1863, under the Revised Statutes of Wisconsin of 1858, Chapter 79, Section 33.

## DIRECTORS.

Name.	Postoffice address.	Expiration of term.
Walter P. Bliss .....	New York City .....	September, 1914.
A. J. Earling .....	Chicago, Ill. ....	September, 1914.
Charles W. Harkness .....	New York City .....	September, 1914.
John D. Ryan .....	New York City .....	September, 1914.
Samuel McRoberts .....	New York City .....	September, 1914.
Donald G. Geddes .....	New York City .....	September, 1915.
William Rockefeller .....	New York City .....	September, 1915.
John A. Stewart .....	New York City .....	September, 1915.
H. R. Williams .....	New York City .....	September, 1915.
J. Ogden Armour .....	Chicago, Ill. ....	September, 1916.
Stanley Field .....	Chicago, Ill. ....	September, 1916.
L. J. Petit .....	Milwaukee, Wis. ....	September, 1916.
P. A. Rockefeller .....	New York City .....	September, 1916.

## OFFICERS.

Title.	Name.	Official address.
President .....	A. J. Earling .....	Chicago, Ill.
Vice-President .....	H. R. Williams .....	New York City.
Vice-President .....	E. W. McKenna .....	Chicago, Ill.
Vice-President .....	J. H. Hiland .....	Chicago, Ill.
Vice-President .....	E. S. Keeley .....	Chicago, Ill.
Vice-President .....	E. D. Sewall .....	Chicago, Ill.
Vice-President .....	D. L. Bush .....	Chicago, Ill.
Vice-President .....	H. B. Earling .....	Seattle, Wash.
Vice-President .....	C. B. Ferry .....	New York City.
Assistant to President .....	C. A. Goodnow .....	Chicago, Ill.
Assistant to President .....	J. W. Taylor .....	Chicago, Ill.
Secretary .....	E. W. Adams .....	Milwaukee, Wis.
Treasurer .....	F. G. Ranney .....	Chicago, Ill.
General Solicitor .....	H. H. Field .....	Chicago, Ill.
General Counsel .....	Burton Hanson .....	Chicago, Ill.
General Auditor .....	B. A. Dousman .....	Chicago, Ill.
Assistant General Auditor .....	G. J. Bunting .....	Chicago, Ill.
General Manager .....	P. C. Hart .....	Chicago, Ill.
Chief Engineer .....	C. F. Loweth .....	Chicago, Ill.
Assistant to the General Manager .....	J. T. Gillick .....	Chicago, Ill.
Freight Traffic Manager .....	H. E. Pierpont .....	Chicago, Ill.
General Freight Agent .....	J. T. Conley .....	Chicago, Ill.
Passenger Traffic Manager .....	F. A. Miller .....	Chicago, Ill.
General Ticket Agent .....	G. B. Haynes .....	Chicago, Ill.
General Superintendent .....	W. S. Cooper .....	Chicago, Ill.
General Superintendent .....	P. C. Eldredge .....	Milwaukee, Wis.
General Superintendent .....	J. H. Foster .....	Minneapolis, Minn.
General Superintendent .....	W. B. Foster .....	Seattle, Wash.

# MICHIGAN RAILROAD COMMISSION.

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## CHICAGO & NORTHWESTERN RAILWAY COMPANY.

Organized June 7, 1859, under Act of Illinois Legislature, approved February 19, 1859, and of Wisconsin, approved March 14, 1859, Certificate made June 6, 1859.

### DIRECTORS.

Name.	Postoffice address.	Expiration of term.
William K. Vanderbilt.....	New York, N. Y.....	October, 1914.
Frederick W. Vanderbilt.....	New York, N. Y.....	October, 1914.
Harold S. Vanderbilt.....	New York, N. Y.....	October, 1914.
Cyrus H. McCormick.....	Chicago, Ill.....	October, 1914.
Chauncey Keep.....	Chicago, Ill.....	October, 1914.
William A. Gardner.....	Chicago, Ill.....	October, 1914.
Chauncey M. Depew.....	New York, N. Y.....	October, 1915.
James C. Fargo.....	New York, N. Y.....	October, 1915.
Henry C. Frick.....	Pittsburgh, Pa.....	October, 1915.
David P. Kimball.....	Boston, Mass.....	October, 1915.
John V. Farwell.....	Chicago, Ill.....	October, 1915.
Homer A. Miller.....	Des Moines, Ia.....	October, 1915.
Marvin Hughitt.....	Chicago, Ill.....	October, 1916.
Wm. K. Vanderbilt, Jr.....	New York, N. Y.....	October, 1916.
James Stillman.....	New York, N. Y.....	October, 1916.
Oliver Ames.....	Boston, Mass.....	October, 1916.
Zenas Crane.....	Dalton, Mass.....	October, 1916.

### OFFICERS.

Title.	Name.	Official address.
Chairman of the Board.....	Marvin Hughitt.....	Chicago, Ill.
President.....	William A. Gardner.....	Chicago, Ill.
Vice-President.....	Samuel A. Lynde.....	New York, N. Y.
Vice-President.....	Hiram R. McCullough.....	Chicago, Ill.
Vice-President.....	Richard H. Aishton.....	Chicago, Ill.
Vice-President and General Counsel.....	Edward M. Hyzer.....	Chicago, Ill.
Secretary.....	John D. Caldwell.....	Chicago, Ill.
Treasurer and Assistant Secretary.....	Milton B. VanZandt.....	New York, N. Y.
General Solicitor.....	Carl C. Wright.....	Chicago, Ill.
Comptroller.....	Lewis A. Robinson.....	Chicago, Ill.
General Auditor.....	Charles D. Brandriff.....	Chicago, Ill.
General Manager.....	Samuel G. Strickland.....	Chicago, Ill.
General Manager.....	Frank Walters.....	Omaha, Neb.
Assistant General Manager.....	Walter J. Towne.....	Chicago, Ill.
Chief Engineer.....	William H. Finley.....	Chicago, Ill.
General Superintendent.....	George B. Vilos.....	Chicago, Ill.
General Superintendent.....	Chester T. Dike.....	Huron, S. D.
General Superintendent.....	Stanley M. Braden.....	Norfolk, Neb.
Freight Traffic Manager.....	Marvin Hughitt, Jr.....	Chicago, Ill.
Passenger Traffic Manager.....	Alexander C. Johnson.....	Chicago, Ill.
Assistant Freight Traffic Manager.....	Edmund D. Brigham.....	Chicago, Ill.
Assistant Freight Traffic Manager.....	Frank P. Eyman.....	Chicago, Ill.
General Freight Agent.....	Samuel F. Miller.....	Chicago, Ill.
General Passenger and Ticket Agent.....	Charles A. Cairns.....	Chicago, Ill.
Land Commissioner.....	Josiah F. Cleveland.....	Chicago, Ill.

## CINCINNATI NORTHERN RAILROAD COMPANY.

Re-organized January 1, 1902, under the General Railroad Laws of Ohio and Michigan. Controlled by the Cleveland, Cincinnati, Chicago & St. Louis Railway Company by ownership of stock.

## DIRECTORS.

Name.	Postoffice address.	Expiration of term.
W. H. Newman.....	New York, N. Y. ....	October, 1914.
W. C. Brown.....	Chicago, Ill. ....	October, 1914.
A. H. Smith.....	New York, N. Y. ....	October, 1914.
Geo. R. Sheldon.....	New York, N. Y. ....	October, 1914.
J. O. Van Winkle.....	Cincinnati, Ohio.....	October, 1914.

## OFFICERS.

Title.	Name.	Official address.
President.....	W. C. Brown.....	New York, N. Y.
Senior Vice-President.....	A. H. Smith.....	New York, N. Y.
Vice-President.....	W. K. Vanderbilt.....	New York, N. Y.
Vice-President.....	J. Carstensen.....	New York, N. Y.
Vice-President.....	A. H. Harris.....	New York, N. Y.
Vice-President.....	C. F. Daly.....	New York, N. Y.
Vice-President.....	J. J. Bernet.....	Chicago, Ill.
Secretary.....	D. W. Pardee.....	New York, N. Y.
Treasurer.....	M. S. Barger.....	New York, N. Y.
General Solicitor.....	.....	.....
General Counsel.....	L. J. Hackncy.....	Cincinnati, O.
Auditor.....	W. A. Wildhack.....	Cincinnati, O.
Assistant Auditor.....	J. C. Wallace.....	Cincinnati, O.
General Manager.....	H. A. Worcester.....	Cincinnati, O.
Assistant General Manager.....	.....	.....
Chief Engineer.....	W. D. Williams.....	Van Wert, O.
General Superintendent.....	M. A. Neville.....	Van Wert, O.
Traffic Manager.....	C. J. Brister.....	Cincinnati, O.
General Freight Agent.....	.....	.....
General Passenger Agent.....	H. J. Rhein.....	Cincinnati, O.
General Land and Tax Agent.....	H. D. Howe.....	Chicago, Ill.
Passenger Traffic Manager.....	.....	.....



## CINCINNATI, WABASH &amp; MICHIGAN RAILWAY COMPANY.

Re-organized April 14, 1880, under the General Railroad Laws of the States of Indiana and Michigan. Controlled by the Cleveland, Cincinnati, Chicago & St. Louis Railway Company, by ownership of stock.

## DIRECTORS.

Name.	Postoffice address.	Expiration of term.
W. C. Brown.....	New York, N. Y.....	April, 1915.
W. H. Newman.....	New York, N. Y.....	April, 1915.
H. A. Worcester.....	Cincinnati, O.....	April, 1915.
R. N. Harry.....	Cincinnati, O.....	April, 1915.
J. Q. Van Winkle.....	Cincinnati, O.....	April, 1915.
L. J. Hackney.....	Cincinnati, O.....	April, 1915.

## OFFICERS.

Title.	Name.	Official address.
President.....	W. C. Brown.....	Chicago, Ill.
Vice-President.....	W. K. Vanderbilt, Jr.....	New York.
Secretary.....	D. W. Pardee.....	New York.
Treasurer.....	M. S. Barger.....	New York.
General Counsel.....	L. J. Hackney.....	Cincinnati, O.
General Auditor.....		
Auditor.....	W. A. Wildhack.....	Cincinnati, O.
Assistant Auditor.....		
General Manager.....	H. A. Worcester.....	Cincinnati, O.
Chief Engineer.....	G. P. Smith.....	Cincinnati, O.
General Superintendent.....		
Traffic Manager.....	C. J. Brister.....	Cincinnati, O.
General Passenger Agent.....	H. J. Rhein.....	Cincinnati, O.
Land and Tax Agent.....	H. D. Howe.....	Chicago, Ill.

## COPPER RANGE RAILROAD COMPANY.

Organized January 23, 1899, under Act 198, of P. A. of 1873, as amended, being Sec. 6223 et. seq. of Compiled Laws of the State of Michigan.

## DIRECTORS.

Name.	Postoffice address.	Expiration of term.
William A. Paine.....	Boston, Mass.....	June 21, 1915.
J. H. Rice.....	Houghton, Mich.....	June 21, 1915.
F. W. Denton.....	Painesdale, Mich.....	June 21, 1915.
F. W. Paine.....	Boston, Mass.....	June 21, 1915.
S. L. Smith.....	Detroit, Mich.....	June 21, 1915.
F. R. Bolles.....	Houghton, Mich.....	June 21, 1915.
T. S. Dee.....	Boston, Mass.....	June 21, 1915.
W. D. Calverly.....	Houghton, Mich.....	June 21, 1915.
F. Stanwood.....	Boston, Mass.....	June 21, 1915.

## OFFICERS.

Title.	Name.	Official address.
President.....	William A. Paine.....	Boston, Mass.
Secretary.....	Frederic Stanwood.....	Boston, Mass.
Attorney or General Counsel.....	John G. Stone.....	Houghton, Mich.
Auditor.....	C. E. Wright.....	Houghton, Mich.
General Manager.....	F. R. Bolles.....	Houghton, Mich.
Chief Engineer.....	F. L. Batchelder.....	Houghton, Mich.
General Superintendent.....	A. H. Ehlers.....	Houghton, Mich.
General Freight Agent.....	C. W. Marquardt.....	Houghton, Mich.
General Passenger Agent.....	C. W. Marquardt.....	Houghton, Mich.

## ANNUAL REPORT.

## DELRAY CONNECTING RAILROAD COMPANY.

Organized March 24, 1904, under the General Railroad Laws of the State of Michigan.

## DIRECTORS.

Name.	Postoffice address.	Expiration of term.
R. G. Hazard.....	Peace Dale, R. I.....	March, 1915.
H. H. S. Handy.....	Syracuse, N. Y.....	March, 1915.
E. N. Trump.....	Syracuse, N. Y.....	March, 1915.
S. G. Barnes.....	Detroit, Mich.....	March, 1915.
A. H. Green, Jr.....	Detroit, Mich.....	March, 1915.
E. H. Bingham.....	Detroit, Mich.....	March, 1915.
J. D. Sanders.....	Detroit, Mich.....	March, 1915.

## OFFICERS.

Title.	Name.	Official address.
President.....	R. G. Hazard.....	Peace Dale, R. I.
First Vice-President.....	A. H. Green, Jr.....	Detroit, Mich.
Secretary.....	J. D. Sanders.....	Detroit, Mich.
Treasurer.....	W. P. Herbert.....	Detroit, Mich.
Attorney or General Counsel.....	A. C. Angell.....	Detroit, Mich.
Auditor.....	A. D. Allibone.....	Syracuse, N. Y.
Assistant Auditor.....	F. E. Graves.....	Detroit, Mich.
General Manager.....	A. H. Green, Jr.....	Detroit, Mich.
Chief Engineer.....	S. G. Barnes.....	Detroit, Mich.
General Superintendent.....	R. E. Clapp.....	Detroit, Mich.
Traffic Manager.....	R. E. Clapp.....	Detroit, Mich.
General Freight Agent.....	R. E. Clapp.....	Detroit, Mich.

## DELRAY TERMINAL RAILROAD COMPANY.

Organized January 24, 1905, under the laws of the State of Michigan.

## DIRECTORS.

Name.	Postoffice address.	Expiration of term.
Alex Dow.....	Detroit, Mich.....	On election of successors at annual meeting.
A. C. Marshall.....	Detroit, Mich.....	
Sam'l C. Mumford.....	Detroit, Mich.....	
George Wiley.....	Detroit, Mich.....	
James V. Oxtoby.....	Detroit, Mich.....	

## OFFICERS.

Title.	Name.	Official address.
President.....	Alex Dow.....	Detroit, Michigan.
First Vice-President.....	A. C. Marshall.....	Detroit, Michigan.
Secretary.....	James V. Oxtoby.....	Detroit, Michigan.
Treasurer.....	George Wiley.....	Detroit, Michigan.
Attorney or General Counsel.....	Keena, Lightner, Oxtoby & Oxtoby.....	Detroit, Michigan.
Auditor.....	Samuel C. Mumford.....	Detroit, Mich., 13 Wash. Ave.
General Manager.....	J. W. Brennan.....	Detroit, Michigan.
General Superintendent.....	J. W. Brennan.....	Detroit, Michigan.

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## DETROIT, BAY CITY & WESTERN RAILROAD COMPANY.

Organized May 20, 1909, under the laws of the State of Michigan.

### DIRECTORS.

Name.	Postoffice address.	Expiration of term.
Thomas L. Handy.....	Bay City, Michigan.....	
Charles W. Handy.....	Bay City, Michigan.....	
George N. Handy.....	Bay City, Michigan.....	
Frank S. Handy.....	Bay City, Michigan.....	

### OFFICERS.

Title.	Name.	Official address.
President.....	Thomas L. Handy.....	Bay City, Mich.
Vice-President.....	Charles W. Handy.....	Bay City, Mich.
Secretary.....	Frank S. Handy.....	Bay City, Mich.
Treasurer.....	George W. Handy.....	Bay City, Mich.
Attorney or General Counsel.....	J. E. Duffey.....	Bay City, Mich.
Auditor.....	A. C. McDannel.....	Bay City, Mich.
General Manager.....	Thomas L. Handy.....	Bay City, Mich.
Chief Engineer.....	Wm. N. Boyd.....	Bay City, Mich.
General Superintendent.....	C. S. Ruttle.....	Bay City, Mich.
General Passenger Agent.....	C. S. Ruttle.....	Bay City, Mich.
General Freight Agent.....	C. S. Ruttle.....	Bay City, Mich.

## DETROIT & CHARLEVOIX RAILROAD COMPANY.

Organized January 2, 1901, under the laws of the State of Michigan.

Controlled by the Michigan Central Railroad Company, by ownership of stock.

### DIRECTORS.

Name.	Postoffice address.	Expiration of term.
H. B. Ledyard.....	Detroit, Michigan.....	When successors are elected.
Henry Russell.....	Detroit, Michigan.....	
F. E. Robson.....	Detroit, Michigan.....	
W. C. Rowley.....	Detroit, Michigan.....	
F. O. Waldo.....	Detroit, Michigan.....	

### OFFICERS.

Title.	Name.	Official address.
President.....	H. B. Ledyard.....	Detroit, Mich.
Vice-President.....	Henry Russell.....	Detroit, Mich.
Secretary.....	D. W. Pardee.....	New York, N. Y.
Treasurer.....	W. E. Hackett.....	Detroit, Mich.
General Counsel.....	Henry Russell.....	Detroit, Mich.
Auditor.....	F. O. Waldo.....	Detroit, Mich.
Assistant Auditor.....	H. J. Van Vleck.....	Detroit, Mich.
Chief Engineer.....	G. H. Webb.....	Detroit, Mich.
Superintendent.....	M. C. Coyle.....	Bay City, Mich.
General Freight Agent.....	W. C. Rowley.....	Detroit, Mich.
General Passenger Agent.....	L. W. Landman.....	Chicago, Ill.
General Ticket Agent.....	L. W. Landman.....	Chicago, Ill.

## ANNUAL REPORT.

## DETROIT &amp; MACKINAC RAILWAY COMPANY.

Organized December 29, 1894, under the laws of the State of Michigan.

## DIRECTORS.

Name.	Postoffice address.	Expiration of term.
Henry K. McHarg .....	Stamford, Connecticut .....	December 31, 1914.
James D. Hawks .....	Detroit, Michigan .....	December 31, 1914.
Amadee D. Moran .....	New York, N. Y. ....	December 31, 1914.
Walton D. Furguson .....	New York City, N. Y. ....	December 31, 1914.
Henry K. McHarg, Jr. ....	Stamford, Connecticut .....	December 31, 1914.

## OFFICERS.

Title.	Name.	Official address.
President .....	Henry K. McHarg .....	Stamford, Conn.
First Vice-President .....	James D. Hawks .....	Detroit, Mich.
Second Vice-President .....	George M. Crocker .....	Detroit, Mich.
Secretary .....	Charles B. Colebrook .....	New York, N. Y.
Treasurer .....	Charles B. Colebrook .....	New York, N. Y.
General Counsel .....	James McNamara .....	Detroit, Mich.
Auditor .....	George M. Crocker .....	Detroit, Mich.
General Manager .....	James D. Hawks .....	Detroit, Mich.
General Superintendent .....	C. W. Luce .....	East Tawas, Mich.
General Freight Agent .....	John K. Hudson .....	Bay City, Mich.
General Passenger Agent .....	William G. MacEdward .....	Bay City, Mich.

## DETROIT TERMINAL RAILROAD.

Organized December 8, 1905, under the Laws of the State of Michigan.

Controlled by the Michigan Central Railroad Company, Lake Shore & Michigan Southern Railway Company, Grand Trunk Railway Company and Detroit, Grand Haven & Milwaukee Railway Company by ownership of stock,  
25 per cent each road.

## DIRECTORS.

Name.	Postoffice address.	Expiration of term.
H. B. Ledyard .....	Detroit, Michigan .....	January 26, 1915.
E. J. Chamberlin .....	Montreal, Quebec .....	
A. B. Atwater .....	Detroit, Michigan .....	
E. D. Bronner .....	Detroit, Michigan .....	
H. G. Kelley .....	Montreal, Quebec .....	
C. W. Alexander .....	Detroit, Michigan .....	
J. J. Bernet .....	Chicago, Illinois .....	
Henry Russell .....	Detroit, Michigan .....	

## OFFICERS.

Title.	Name.	Official address.
President .....	H. B. Ledyard .....	Detroit, Mich.
First Vice-President .....	A. B. Atwater .....	Detroit, Mich.
Secretary .....	F. O. Waldo .....	Detroit, Mich.
Treasurer .....	W. E. Hackett .....	Detroit, Mich.
General Counsel .....	Henry Russell .....	Detroit, Mich.
Auditor .....	Elwyn B. Kennedy .....	Highland Park, Mich.
Assistant Auditor .....	H. J. Van Vleck .....	Detroit, Mich.
Manager .....	W. D. Trump .....	Detroit, Mich.
Chief Engineer .....	G. H. Webb .....	Detroit, Mich.

# MICHIGAN RAILROAD COMMISSION.

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## DETROIT, TOLEDO & Ironton RAILROAD COMPANY.

Organized February 20, 1914, under the laws of the State of Delaware.

### DIRECTORS.

Name.	Postoffice address.	Expiration of term.
James M. Kurn .....	Detroit, Mich. ....	March 4, 1915.
Wm. Church Osborn .....	71 Broadway, N. Y. ....	March 4, 1915.
Otto T. Bannard .....	26 Broad St., N. Y. ....	March 4, 1915.
Sidney C. Borg .....	31 Nassau St., N. Y. ....	March 4, 1915.
Frederick H. Ecker .....	1 Madison Ave., N. Y. ....	March 4, 1915.
Walter J. Maloney .....	Wilmington, Delaware. ....	March 4, 1915.
Harry Forsyth .....	26 Broad St., N. Y. ....	March 4, 1915.

### OFFICERS.

Title.	Name.	Official address.
President .....	J. M. Kurn .....	Detroit, Mich.
First Vice-President .....	Wm. Church Osborn .....	New York City.
Vice-President .....		
Secretary .....	F. H. Osborn .....	Detroit, Mich.
Treasurer .....	F. H. Osborn .....	Detroit, Mich.
General Counsel .....	L. M. Butzel .....	Detroit, Mich.
Auditor .....	T. D. Hinchcliffe .....	Detroit, Mich.
General Manager .....		
Assistant to President .....	J. A. Strubel .....	Detroit, Mich.
Chief Engineer .....	T. Groner .....	Springfield, Ohio.
Superintendent .....	J. H. Frazer .....	Springfield, Ohio.
Superintendent .....	E. Dowling .....	Springfield, Ohio.
General Freight Agent .....	H. C. Bell .....	Detroit, Mich.
General Passenger Agent .....	H. C. Bell .....	Detroit, Mich.

## DETROIT & TOLEDO SHORE LINE RAILROAD COMPANY.

Organized March 29, 1898, under the laws of the State of Michigan.

Controlled by the Grand Trunk Western Railway Company and Toledo, St. Louis & Western Railroad Company, by ownership of stock.

### DIRECTORS.

Name.	Postoffice address.	Expiration of term.
W. L. Ross .....	Toledo, Ohio. ....	October 5, 1914, or when their successors are elected.
H. G. Kelley .....	Montreal, Can. ....	
Jas. S. Mackie .....	New York, N. Y. ....	
E. J. Chamberlin .....	Montreal, Can. ....	
A. B. Atwater .....	Detroit, Mich. ....	
B. C. Stevenson .....	Toledo, Ohio. ....	

### OFFICERS.

Title.	Name.	Official address.
President .....	W. L. Ross .....	Toledo, Ohio.
Vice-President .....	H. G. Kelley .....	Montreal, Can.
Secretary and Treasurer .....	George W. Alexander .....	Detroit, Mich.
Auditor .....	L. F. Lang .....	Detroit, Mich.
General Manager .....	J. P. Main .....	Detroit, Mich.
General Freight Agent .....	F. S. Ross .....	Detroit, Mich.

## ANNUAL REPORT.

## THE DETROIT UNION RAILROAD DEPOT &amp; STATION COMPANY.

Organized June 11, 1881, under the laws of the State of Michigan.

Property leased to Pere Marquette and Wabash R. R. Co's.

## DIRECTORS.

Name.	Postoffice address.	Expiration of term.
Henry B. Joy.....	Detroit, Michigan.....	
Richard P. Joy.....	Detroit, Michigan.....	
Henry D. Shelden.....	Detroit, Michigan.....	
Truman H. Newberry.....	Detroit, Michigan.....	
Philip H. McMillan.....	Detroit, Michigan.....	
Willis E. Buhl.....	Detroit, Michigan.....	
Frederick W. Dennis.....	Detroit, Michigan.....	
Allen Shelden.....	Detroit, Michigan.....	

## OFFICERS.

Title.	Name.	Official address.
President.....	Richard P. Joy.....	Detroit, Mich.
First Vice-President.....	Henry B. Joy.....	Detroit, Mich.
Secretary.....	Frederick W. Dennis.....	Detroit, Mich.
Treasurer.....	Frederick W. Dennis.....	Detroit, Mich.

## DULUTH, SOUTH SHORE &amp; ATLANTIC RAILWAY COMPANY.

Organized December 22, 1886, under the general railway laws of Michigan and Wisconsin.

Controlled by the Canadian Pacific Railway Company, through ownership of stock.

## DIRECTORS.

Name.	Postoffice address.	Expiration of term.
Richard B. Angus.....	Montreal, P. Q.....	September 17, 1914.
I. G. Ogden.....	Montreal, P. Q.....	September 17, 1914.
A. B. Eldredge.....	Marquette, Mich.....	September 17, 1914.
William F. Fitch.....	Marquette, Mich.....	September 17, 1914.
W. W. Walker.....	Duluth, Minn.....	September 17, 1914.
W. A. Bog.....	New York, N. Y.....	September 17, 1914.
John W. Sterling.....	New York, N. Y.....	September 17, 1914.
R. Y. Hebdon.....	New York, N. Y.....	September 17, 1914.
Geo. H. Church.....	New York, N. Y.....	September 17, 1914.
James O. Bless.....	New York, N. Y.....	September 17, 1914.
W. F. Stevenson.....	New York, N. Y.....	September 17, 1914.

## OFFICERS.

Title.	Name.	Official address.
President and General Counsel.....	A. B. Eldredge.....	Marquette, Mich.
Vice-President and General Manager.....	W. W. Walker.....	Duluth, Minn.
Second Vice-President.....	George H. Church.....	New York, N. Y.
Secretary.....	James Clarke.....	New York, N. Y.
Treasurer.....	E. W. Allen.....	Marquette, Mich.
General Attorney.....	A. E. Miller.....	Marquette, Mich.
Auditor.....	A. E. Delf.....	Marquette, Mich.
Assistant to General Manager.....	E. R. Lewis.....	Duluth, Minn.
General Superintendent.....	C. E. Lytle.....	Marquette, Mich.
General Freight Agent.....	S. R. Lewis.....	Duluth, Minn.
General Passenger Agent.....	James Maney.....	Duluth, Minn.
Land Commissioner.....	J. A. Jeffery.....	Duluth, Minn.

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## EAST JORDAN & SOUTHERN RAILROAD COMPANY.

Organized July 9, 1901, under the laws of the State of Michigan.

### DIRECTORS.

Name.	Postoffice address.	Expiration of term.
William P. Porter..... Charles L. Ames..... Abel N. Frost.....	East Jordan, Mich..... Pasadena, Cal..... San Diego, Cal.....	Second Monday in September, each year.

### OFFICERS.

Title.	Name.	Official address.
Chairman of the Board..... President..... First Vice-President..... Secretary and Treasurer..... Auditor.....	William P. Porter..... William P. Porter..... Charles L. Ames..... A. N. Frost..... F. E. Brotherton.....	East Jordan, Mich..... East Jordan, Mich..... Pasadena, Cal..... San Diego, Cal..... East Jordan, Mich.....
General Manager..... Chief Engineer..... Traffic Manager..... General Freight Agent..... General Passenger Agent..... General Ticket Agent.....	William P. Porter..... Jno. Severance..... E. J. Crossman..... E. J. Crossman..... E. J. Crossman..... E. J. Crossman.....	East Jordan, Mich..... East Jordan, Mich..... East Jordan, Mich..... East Jordan, Mich..... East Jordan, Mich..... East Jordan, Mich.....

## ERIE & MICHIGAN RAILWAY & NAVIGATION COMPANY.

Organized June 30, 1904, under the laws of the State of Michigan.

### DIRECTORS.

Name.	Postoffice address.	Expiration of term.
C. G. Root..... C. W. Luce..... G. R. Nichols..... E. McNeal..... S. T. Meservy..... S. S. Jenkins.....	Chicago, Ill..... East Tawas, Mich..... Chicago, Ill..... Chicago, Ill..... Chicago, Ill..... Chicago, Ill.....	July 12, 1915.

### OFFICERS.

Title.	Name.	Official address.
President..... First Vice-President..... Secretary..... Treasurer.....	C. G. Root..... S. T. Meservy..... S. S. Jenkins..... S. S. Jenkins.....	Chicago, Ill..... Chicago, Ill..... Chicago, Ill..... Chicago, Ill.....
Auditor..... General Manager..... General Superintendent..... General Freight Agent.....	J. J. Walsh..... C. G. Root..... C. W. Luce..... E. E. Wilhelm.....	Chicago, Ill..... Chicago, Ill..... East Tawas, Mich..... Chicago, Ill.....

## ANNUAL REPORT.

## EMPIRE &amp; SOUTH EASTERN RAILROAD.

Owned by T. Wilce Co., of Chicago, which is  
 • Organized under the laws of the State of Illinois.

## DIRECTORS.

Name.	Postoffice address.	Expiration of term.
Jane Wilce .....	22nd and Throop Sts., Chicago, Ill.....	
E. H. Wilce .....	Empire, Michigan.....	
George C. Wilce .....	22nd and Throop Sts., Chicago, Ill.....	
Thomas E. Wilce .....	22nd and Throop Sts., Chicago, Ill.....	

## OFFICERS.

Title.	Name.	Official address.
President .....	E. Harvey Wilce .....	Empire, Mich.
First Vice-President .....	George C. Wilce .....	22d & Throop Sts., Chicago, Ill.
Secretary .....	Thomas E. Wilce .....	22d & Throop Sts., Chicago, Ill.
Treasurer .....	George C. Wilce .....	22d & Throop Sts., Chicago, Ill.
General Manager .....	E. R. Dailey .....	Empire, Mich.
General Superintendent .....	C. M. Bidleman .....	Empire, Mich.
Traffic Manager .....	E. A. Voice .....	Empire, Mich.

## ESCANABA AND LAKE SUPERIOR RAILROAD COMPANY.

Organized February 12, 1900, under the laws of the State of Michigan.

## DIRECTORS.

Name.	Postoffice address.	Expiration of term.
Isaac Stephenson .....	Marinette, Wis. ....	Indefinite.
H. A. J. Upham .....	Milwaukee, Wis. ....	
J. A. Van Cleave .....	Marinette, Wis. ....	
C. W. Kates .....	Wells, Michigan .....	
Grant T. Stephenson .....	Wells, Michigan .....	
H. J. Brown .....	Marinette, Wis. ....	
Nelson L. Barnes .....	Chicago, Ill. ....	

## OFFICERS.

Title.	Name.	Official address.
Chairman of the Board .....	Isaac Stephenson .....	Marinette, Wis.
President .....	Isaac Stephenson .....	Marinette, Wis.
First Vice-President .....	H. A. J. Upham .....	Milwaukee, Wis.
Secretary .....	Grant T. Stephenson .....	Wells, Michigan.
Treasurer .....	Nelson L. Barnes .....	Chicago, Ill.
General Attorney .....	C. C. Russell .....	Milwaukee, Wis.
General Superintendent .....	C. W. Kates .....	Wells, Michigan.



# MICHIGAN RAILROAD COMMISSION.

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## FORT STREET UNION DEPOT COMPANY.

Organized August 24, 1889, under the laws of the State of Michigan.

Property operated by P. M. R. R., Wabash R. R. and Can. Pac. Ry. Companies.

### DIRECTORS.

Name.	Postoffice address.	Expiration of term.
Frank H. Alfred.....	Detroit, Michigan.....	February 4, 1915.
J. T. Arundel.....	Toronto, Ontario.....	February 4, 1915.
F. W. Blair.....	Detroit, Michigan.....	February 4, 1915.
S. T. Crapo.....	Detroit, Michigan.....	February 4, 1915.
S. L. Merriam.....	Detroit, Michigan.....	February 4, 1915.

### OFFICERS.

Title.	Name.	Official address.
President.....	Frank H. Alfred.....	Detroit, Mich.
Vice-President.....	J. T. Arundel.....	Toronto, Ontario.
Secretary.....	J. L. Cromer.....	Detroit, Mich.
Treasurer.....	E. N. Weller.....	Detroit, Mich.
Auditor.....	H. G. Meyers.....	Detroit, Mich.
Superintendent.....	George E. Williams.....	Detroit, Mich.

## GRAND RAPIDS & INDIANA RAILWAY COMPANY.

Organized July 11 and 13, 1896, under the General Railroad laws of Michigan and Indiana.

Controlled by Pennsylvania Co., by ownership of stock.

### DIRECTORS.

Name.	Postoffice address.	Expiration of term.
J. J. Turner.....	Pittsburg, Pa.....	April 7, 1915.
G. L. Peck.....	Pittsburg, Pa.....	April 7, 1915.
H. Darlington.....	Pittsburg, Pa.....	April 7, 1915.
Edw. B. Taylor.....	Pittsburg, Pa.....	April 7, 1915.
D. T. McCabe.....	Pittsburg, Pa.....	April 7, 1915.
W. R. Shelby.....	Grand Rapids, Mich.....	April 7, 1915.
J. H. P. Hughart.....	Grand Rapids, Mich.....	April 7, 1915.

### OFFICERS.

Title.	Name.	Official address.
President.....	J. H. P. Hughart.....	Grand Rapids, Mich.
Vice-President.....	G. L. Peck.....	Pittsburg, Pa.
Vice-President.....	D. T. McCabe.....	Pittsburg, Pa.
Secretary.....	J. M. Metheany.....	Grand Rapids, Mich.
Treasurer.....	T. H. B. McKnight.....	Pittsburg, Pa.
Assistant Treasurer.....	H. F. Scheiman.....	Grand Rapids, Mich.
General Counsel.....	J. H. Campbell.....	Grand Rapids, Mich.
Comptroller.....	Jno. W. Renner.....	Pittsburg, Pa.
Auditor.....	J. M. Metheany.....	Grand Rapids, Mich.
General Manager.....	.....	.....
Assistant General Manager.....	.....	.....
Chief Engineer.....	E. H. Barnes.....	Grand Rapids, Mich.
General Freight Agent.....	H. R. Griswold.....	Grand Rapids, Mich.
General Passenger Agent.....	C. L. Lockwood.....	Grand Rapids, Mich.

## ANNUAL REPORT.

## MUSKEGON, GRAND RAPIDS &amp; INDIANA RAILROAD CO.

Organized February 24, 1886, under General Railroad Law of Michigan.

Controlled by the Grand Rapids &amp; Indiana Railway Company by ownership of stock.

Road operated by Grand Rapids &amp; Indiana Ry. Co.

## DIRECTORS.

Name.	Postoffice address.	Expiration of term.
W. R. Shelby.....	Grand Rapids, Mich.....	April 7, 1915.
J. H. P. Hughart.....	Grand Rapids, Mich.....	April 7, 1915.
J. H. Campbell.....	Grand Rapids, Mich.....	April 7, 1915.
C. L. Lockwood.....	Grand Rapids, Mich.....	April 7, 1915.
W. B. Wood.....	Grand Rapids, Mich.....	April 7, 1915.
E. H. Barnes.....	Grand Rapids, Mich.....	April 7, 1915.
Geo. A. Abbott.....	Muskegon, Michigan.....	April 7, 1915.

## OFFICERS.

Title.	Name.	Official address.
President.....	J. H. P. Hughart.....	Grand Rapids, Mich.
Vice-President.....	W. B. Wood.....	Grand Rapids, Mich.
Secretary.....	J. M. Metheany.....	Grand Rapids, Mich.
Treasurer.....	T. H. B. McKnight.....	Pittsburg, Pa.
Assistant Treasurer.....	H. F. Scheiman.....	Grand Rapids, Mich.

## TRAVERSE CITY RAILROAD COMPANY.

Organized August 2, 1871, under General Railroad Law of Michigan.

Controlled by Grand Rapids &amp; Indiana Ry. Co., by ownership of stock.

Railroad operated by Grand Rapids &amp; Indiana Railway Co.

## DIRECTORS.

Name.	Postoffice address.	Expiration of term.
W. R. Shelby.....	Grand Rapids, Mich.....	May 6, 1915.
J. H. P. Hughart.....	Grand Rapids, Mich.....	May 6, 1915.
J. M. Metheany.....	Grand Rapids, Mich.....	May 6, 1915.
W. B. Wood.....	Grand Rapids, Mich.....	May 6, 1915.
J. W. Hunter.....	Grand Rapids, Mich.....	May 6, 1915.
J. H. Campbell.....	Grand Rapids, Mich.....	May 6, 1915.
E. H. Barnes.....	Grand Rapids, Mich.....	May 6, 1915.

## OFFICERS.

Title.	Name.	Official address.
President.....	J. H. P. Hughart.....	Grand Rapids, Mich.
Vice-President.....	J. W. Hunter.....	Grand Rapids, Mich.
Secretary.....	J. M. Metheany.....	Grand Rapids, Mich.
Treasurer.....	T. H. B. McKnight.....	Pittsburg, Pa.
Assistant Treasurer.....	H. F. Scheiman.....	Grand Rapids, Mich.

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## BAY CITY TERMINAL RAILWAY COMPANY.

Organized August 29, 1910, under statutes of the State of Michigan. Controlled by Grand Trunk Railway Company of Canada through stock ownership. Terminal property operated by Grand Trunk Ry. Co. of Canada, in conjunction with C. S. & M. Ry.

### DIRECTORS.

Name.	Postoffice address.	Expiration of term.
E. J. Chamberlin.....	Montreal, Que.....	October 5, 1914, or until their successors are appointed.
H. H. Kelley.....	Montreal, Que.....	
W. Wainwright.....	Montreal, Que.....	
A. B. Atwater.....	Detroit, Mich.....	
H. R. Safford.....	Montreal, Que.....	
L. C. Stanley.....	Detroit, Mich.....	
Geo. W. Alexander.....	Detroit, Mich.....	

### OFFICERS.

Title.	Name.	Official address.
President.....	E. J. Chamberlin.....	Montreal, Que.
Vice-President.....	H. G. Kelley.....	Montreal, Que.
Secretary and Treasurer.....	Geo. W. Alexander.....	Detroit, Mich.

## CHICAGO, DETROIT & CANADA GRAND TRUNK JUNCTION R. R. CO.

Organized March 18, 1858; articles of association filed with State of Michigan.

Railroad operated by Grand Trunk Ry. Co. of Canada for owning company.

### DIRECTORS.

Name.	Postoffice address.	Expiration of term.
E. J. Chamberlin.....	Montreal, Quebec.....	October 5, 1914, or until their successors are elected.
W. Wainwright.....	Montreal, Quebec.....	
H. G. Kelley.....	Montreal, Quebec.....	
A. B. Atwater.....	Detroit, Michigan.....	
U. E. Gillen.....	Chicago, Ill.....	

### OFFICERS.

Title.	Name.	Official address.
President.....	E. J. Chamberlin.....	Montreal, Quebec.
Vice-President.....	H. G. Kelley.....	Montreal, Quebec.
Secretary.....	G. W. Alexander.....	Detroit, Michigan.
Treasurer.....	Frank Scott.....	Montreal, Quebec.
Attorney.....	L. C. Stanley.....	Detroit, Michigan.
General Auditor.....	W. H. Ardley.....	Montreal, Quebec.
Chief Engineer.....	H. R. Safford.....	Montreal, Quebec.
Superintendent.....	Jas. Caldwell.....	Detroit, Michigan.
Traffic Manager.....	C. E. Dewey.....	Montreal, Quebec.
{ Freight.....	G. T. Bell.....	
{ Passenger.....	H. C. Martin.....	Montreal, Quebec.
General Freight Agent.....	H. G. Elliott.....	Montreal, Quebec.
General Passenger Agent.....		

## ANNUAL REPORT.

## CINCINNATI, SAGINAW &amp; MACKINAW RAILROAD COMPANY.

Organized December 26, 1889, under the Laws of the State of Michigan.

Railroad property operated by Grand Trunk Ry. Co. of Canada.

## DIRECTORS.

Name.	Postoffice address.	Expiration of term.
W. R. Burt.....	Saginaw, Mich.....	May 27, 1915, or until successors are elected.
G. M. Stark.....	Saginaw, Mich.....	
J. H. Lancashire.....	Manchester, Mass.....	
W. I. Otis.....	Saginaw, Mich.....	
C. H. Davis.....	Saginaw, Mich.....	
W. T. Knowlton.....	Saginaw, Mich.....	
P. F. H. Morley.....	Saginaw, Mich.....	

## OFFICERS.

Title.	Name.	Official address.
President.....	W. R. Burt.....	Saginaw, Michigan.
Vice-President.....	G. M. Stark.....	Saginaw, Michigan.
Secretary and Treasurer.....	W. T. Knowlton.....	Saginaw, Michigan.

## DETROIT, GRAND HAVEN AND MILWAUKEE RAILWAY COMPANY.

Organized November 9, 1878, under the Act of the Legislative Council of the Territory of Michigan, dated March 7, 1834.

Controlled by the Grand Trunk Railway Company by ownership of stock.

## DIRECTORS.

Name.	Postoffice address.	Expiration of term..
E. J. Chamberlin.....	Montreal, Quebec.....	October 5, 1914, or until their successors are appointed.
H. G. Kelley.....	Montreal, Quebec.....	
W. Wainwright.....	Montreal, Quebec.....	
H. R. Safford.....	Montreal, Quebec.....	
U. E. Gillen.....	Chicago, Ill.....	
Geo. W. Alexander.....	Detroit, Michigan.....	
A. B. Atwater.....	Detroit, Michigan.....	
John Fridgeon, Jr.....	Detroit, Michigan.....	
A. P. Sherrell.....	Detroit, Michigan.....	

## OFFICERS.

Title.	Name.	Official address.
President.....	E. J. Chamberlin.....	Montreal, Quebec.
Vice-President.....	H. G. Kelley.....	Montreal, Quebec.
Secretary and Treasurer.....	Geo. W. Alexander.....	Detroit, Michigan.
Auditor General.....	W. H. Ardley.....	Montreal, Quebec.
General Manager.....		

## GRAND RAPIDS TERMINAL RAILROAD COMPANY.

Organized August 13, 1904, under the Laws of the State of Michigan. Controlled by Grand Trunk Railway Company of Canada by stock ownership. Terminal property operated by Detroit, Grand Haven & Milwaukee Railway Co.

## DIRECTORS.

Name.	Postoffice address.	Expiration of term.
E. J. Chamberlin.....	Montreal, Quebec.....	October 5, 1914, or until successors are appointed.
H. G. Kelley.....	Montreal, Quebec.....	
A. B. Atwater.....	Detroit, Michigan.....	
L. C. Stanley.....	Detroit, Michigan.....	
Geo. W. Alexander.....	Detroit, Michigan.....	

## OFFICERS.

Title.	Name.	Official address.
President.....	E. J. Chamberlin.....	Montreal, Quebec.
Vice-President.....	H. G. Kelley.....	Montreal, Quebec.
Secretary and Treasurer.....	Geo. W. Alexander.....	Detroit, Michigan.

## DETROIT AND HURON RAILWAY COMPANY.

Organized March 23, 1912, under laws of the State of Michigan. Controlled by Grand Trunk Western Railway Company through stock ownership. Part of Grand Trunk system.

## DIRECTORS.

Name.	Postoffice address.	Expiration of term.
E. J. Chamberlin.....	Montreal, Que.....	October 5, 1914, or until their successors are elected.
H. G. Kelley.....	Montreal, Que.....	
A. B. Atwater.....	Detroit, Mich.....	
F. W. Hubbard.....	Detroit, Mich.....	
L. C. Stanley.....	Detroit, Mich.....	

## OFFICERS.

Title.	Name.	Official address.
President.....	E. J. Chamberlin.....	Montreal, Que.
Vice-president.....	H. G. Kelley.....	Montreal, Que.
Secretary and Treasurer.....	Geo. W. Alexander.....	Detroit, Mich.

## ANNUAL REPORT.

## GRAND TRUNK WESTERN RAILWAY COMPANY.

Organised November 20, 1900, under the Laws of the States of Michigan and Indiana. Controlled by the Grand Trunk Railway Co. of Canada, through trustees holding the capital stock.

## DIRECTORS.

Name.	Postoffice address.	Expiration of term.
E. J. Chamberlin.....	Montreal, Quebec.....	October 5, 1914, or until successors are appointed.
H. G. Kelley.....	Montreal, Quebec.....	
M. H. Lane.....	Kalamazoo, Mich.....	
U. E. Gillen.....	Chicago, Ill.....	
A. B. Atwater.....	Detroit, Mich.....	
Arthur Dixon.....	Chicago, Ill.....	
L. R. Skinner.....	Valparaiso, Ind.....	

## OFFICERS.

Title.	Name.	Official address.
President and General Manager.....	E. J. Chamberlin.....	Montreal, Quebec.
Vice-President.....	H. G. Kelley.....	Montreal, Quebec.
Secretary and Treasurer.....	Geo. W. Alexander.....	Detroit, Mich.
General Auditor.....	W. H. Ardley.....	Montreal, Quebec.

## MICHIGAN AIR LINE RAILWAY COMPANY.

Organised August 28, 1868, under Laws of the State of Michigan. Controlled by Grand Trunk Railway Company of Canada, through trustees holding the capital stock for stockholders of G. T. Ry. Operated by G. T. Ry. Co. of Canada.

## DIRECTORS.

Name.	Postoffice address.	Expiration of term.
E. J. Chamberlin.....	Montreal, Quebec.....	October 5, 1914, or until successors are appointed.
W. Wainwright.....	Montreal, Quebec.....	
H. G. Kelley.....	Montreal, Quebec.....	
U. E. Gillen.....	Chicago, Ill.....	
A. B. Atwater.....	Detroit, Michigan.....	

## OFFICERS.

Title.	Name.	Official address.
President.....	E. J. Chamberlin.....	Montreal, Quebec.
Vice-President.....	H. G. Kelley.....	Montreal, Quebec.
Secretary.....	Geo. W. Alexander.....	Detroit, Michigan.
Treasurer.....	Frank Scott.....	Montreal, Quebec.
Auditor General.....	W. H. Ardley.....	Montreal, Quebec.

# MICHIGAN RAILROAD COMMISSION.

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## PONTIAC, OXFORD & NORTHERN RAILROAD.

Organized September 24, 1889, Laws of State of Michigan. Act 198, Laws 1873, as amended by Act 146, Laws 1879, and Act 289, Laws 1881. Controlled by Grand Trunk Western Railway Company by stock ownership. Part of Grand Trunk system.

### DIRECTORS.

Name.	Postoffice address.	Expiration of term.
E. J. Chamberlin.....	Montreal, Quebec.....	October 5, 1914, or until successors are elected.
H. G. Kelley.....	Montreal, Quebec.....	
W. Wainwright.....	Montreal, Quebec.....	
H. R. Safford.....	Montreal, Quebec.....	
A. B. Atwater.....	Detroit, Michigan.....	
L. C. Stanley.....	Detroit, Michigan.....	

### OFFICERS.

Title.	Name.	Official address.
President.....	E. J. Chamberlin.....	Montreal, Quebec.
Vice-President.....	H. G. Kelley.....	Montreal, Quebec.
Secretary and Treasurer.....	G. W. Alexander.....	Detroit, Michigan.

## ST. CLAIR TUNNEL COMPANY.

Date of organisation, incorporated and consolidated November 9, 1886, under the Laws of the State of Michigan and Dominion of Canada.

Controlled by the Grand Trunk Railway Company of Canada by ownership of stock. Part of Grand Trunk System.

### DIRECTORS.

Name.	Postoffice address.	Expiration of term.
E. J. Chamberlin.....	Montreal, Quebec.....	October 5, 1914, or until their successors are appointed.
H. G. Kelley.....	Montreal, Quebec.....	
W. Wainwright.....	Montreal, Quebec.....	
Jos. Hobson.....	Hamilton, Ontario.....	
H. R. Safford.....	Montreal, Quebec.....	
A. B. Atwater.....	Detroit, Michigan.....	
U. E. Gillen.....	Chicago, Ill.....	

### OFFICERS.

Title.	Name.	Official address.
President.....	E. J. Chamberlin.....	Montreal, Quebec.
Vice-President.....	H. G. Kelley.....	Montreal, Quebec.
Secretary.....	G. W. Alexander.....	Detroit, Michigan.
Treasurer.....	Frank Scott.....	Montreal, Quebec.

## ANNUAL REPORT.

## TOLEDO, SAGINAW &amp; MUSKEGON RAILWAY COMPANY.

Organized under the General Laws of the State of Michigan, January 25, 1886. Controlled through trustees holding the capital stock, by the Grand Trunk Railway Co. of Canada. Part of Grand Trunk System.

## DIRECTORS.

Name.	Postoffice address.	Expiration of term
E. J. Chamberlin.....	Montreal, Quebec.....	October 5, 1914, or until successors are appointed.
W. Wainwright.....	Montreal, Quebec.....	
U. E. Gillen.....	Chicago, Ill.....	
A. B. Atwater.....	Detroit, Michigan.....	
C. W. Middleton.....	Greenville, Mich.....	
H. G. Kelley.....	Montreal, Quebec.....	
F. E. Ranney.....	Greenville, Mich.....	

## OFFICERS.

Title.	Name.	Official address.
President and General Manager.....	E. J. Chamberlin.....	Montreal, Quebec.
Vice-President.....	H. G. Kelley.....	Montreal, Quebec.
Secretary and Treasurer.....	G. W. Alexander.....	Detroit, Michigan.
General Auditor.....	W. H. Ardley.....	Montreal, Quebec.

## THE HOUGHTON, CHASSELL &amp; SOUTHWESTERN RAILROAD.

Organized March 22, 1909, under the provisions of Act No. 148 of the Public Acts of 1855, State of Michigan.

## DIRECTORS.

Name.	Postoffice address.	Expiration of term.
H. E. Southwell.....	Chicago, Ill.....	
C. H. Worcester.....	Chassell, Michigan.....	
Mary F. S. Worcester.....	Chassell, Michigan.....	
Edw. A. Hamar.....	Chassell, Michigan.....	

## OFFICERS.

Title.	Name.	Official address.
President.....	C. H. Worcester.....	Chassell, Michigan.
First Vice-President.....	Mary F. S. Worcester.....	Chassell, Michigan.
Secretary.....	Edw. A. Hamar.....	Chassell, Michigan.
Treasurer.....	C. H. Worcester.....	Chassell, Michigan.
Auditor.....	Geo. F. Fearing.....	Chassell, Michigan.
General Manager.....	Edw. A. Hamar.....	Chassell, Michigan.
General Superintendent.....	W. F. Merrill.....	Chassell, Michigan.



## KALAMAZOO, LAKE SHORE &amp; CHICAGO RAILWAY COMPANY.

Organized April 12, 1905, under Chapter 168 of the Compiled Laws of Michigan of 1897. Railroad operated by Michigan United Traction Company.

## DIRECTORS.

Name.	Postoffice address.	Expiration of term.
Jas. Grant.....	Kalamazoo, Mich.....	December, 1914.
S. B. Monroe.....	Kalamazoo, Mich.....	December, 1914.
W. R. Beebe.....	Kalamazoo, Mich.....	December, 1914.
Patrick Noud.....	Manistee, Mich.....	December, 1914.
Geo. T. Arnold.....	Mackinac Island, Mich.....	December, 1914.
Geo. L. Craig.....	Long Beach, Calif.....	December, 1914.
Geo. E. Bardun.....	Oscego, Mich.....	December, 1914.

## OFFICERS.

Title.	Name.	Official address.
President.....	Jas. Grant.....	Kalamazoo, Mich.
Vice-President.....	Geo. L. Craig.....	Kalamazoo, Mich.
Secretary and Treasurer.....	S. B. Monroe.....	Kalamazoo, Mich.

## KEWEENAW CENTRAL RAILROAD COMPANY.

Organized April 27, 1905, under the Laws of the State of Michigan.

Controlled by the Keweenaw Copper Co., ownership of stock.

## DIRECTORS.

Name.	Postoffice address.	Expiration of term.
Thomas F. Cole.....	Duluth, Minn.....	August 11, 1914.
Spencer R. Hill.....	Boston, Mass.....	August 11, 1914.
C. A. Wright.....	Hancock, Michigan.....	August 11, 1914.
Thomas Hoatson.....	Laurium, Michigan.....	August 11, 1914.
Henry L. Baer.....	Hancock, Michigan.....	August 11, 1914.

## OFFICERS.

Title.	Name.	Official address.
President.....	T. F. Cole.....	Duluth, Minn.
First Vice-President.....	Spencer R. Hill.....	Boston, Mass.
Second Vice-President.....	Thomas Hoatson.....	Laurium, Michigan.
Secretary-Treasurer.....	F. W. Taylor.....	Calumet, Mich.
Attorneys.....	Stone & Wieder.....	Houghton, Michigan.
General Solicitor.....	Joseph B. Cotton.....	Duluth, Minn.
Auditor.....	F. W. Taylor.....	Calumet, Michigan
General Manager.....	J. C. Shields, W. J. Uren.....	Calumet, Michigan.
General Freight Agent.....	F. W. Taylor.....	Calumet, Michigan.
General Passenger Agent.....	F. W. Taylor.....	Calumet, Michigan.

## LAKE SHORE &amp; MICHIGAN SOUTHERN RAILWAY CO.

Organized June 24, 1869, under the general railroad and incorporation and consolidation laws of the States of Illinois, Indiana, Michigan, Ohio, Pennsylvania and New York.

Controlled by New York Central and Hudson River Railroad Company by ownership of stock.

## DIRECTORS.

Name.	Postoffice address.	Expiration of term.
George F. Baker .....	New York, N. Y. ....	May, 1917.
James Stillman .....	New York, N. Y. ....	May, 1917.
W. Seward Webb .....	Shelbourne, Vt. ....	May, 1917.
Frank J. Jerome .....	Cleveland, Ohio .....	May, 1917.
William K. Vanderbilt .....	New York, N. Y. ....	May, 1915.
Leonard J. Hackney .....	Cincinnati, Ohio .....	May, 1915.
Marvin Hughitt .....	Chicago, Ill. ....	May, 1915.
Chauncey M. Depew .....		
William K. Vanderbilt, Jr. ....	New York, N. Y. ....	May, 1916.
Alfred H. Smith .....	New York, N. Y. ....	May, 1916.
William H. Newman .....	New York, N. Y. ....	May, 1916.
Frederick W. Vanderbilt .....	New York, N. Y. ....	May, 1916.

## OFFICERS.

Title.	Name.	Official address.
President .....	Alfred H. Smith .....	New York, N. Y.
Vice-President .....	William K. Vanderbilt, Jr. ....	New York, N. Y.
Vice-President .....	John Carstensen .....	New York, N. Y.
Vice-President .....	Albert H. Harris .....	New York, N. Y.
Vice-President .....	Charles F. Daly .....	New York, N. Y.
Vice-President .....	John J. Bernet .....	Chicago, Ill.
Assistant Vice-President .....	Edward T. Glennon .....	Chicago, Ill.
Secretary .....	Dwight W. Pardee .....	New York, N. Y.
Assistant Secretary .....	Edward F. Stephenson .....	New York, N. Y.
Treasurer .....	Milton S. Barger .....	New York, N. Y.
Assistant Treasurer .....	Harry G. Snelling .....	New York, N. Y.
Assistant Treasurer .....	Edgar Freeman .....	New York, N. Y.
General Solicitor .....	Clyde Brown .....	New York, N. Y.
General Counsel .....	Frank J. Jerome .....	Cleveland, O.
General Counsel .....	Bertrand Walker .....	Chicago, Ill.
General Counsel .....	Robert J. Cary .....	Chicago, Ill.
General Claim Attorney .....	Frank V. Whiting .....	New York.
General Attorney .....	Samuel H. West .....	Cleveland, O.
General Auditor .....	Richard Huddleston .....	Chicago, Ill.
Auditor .....	George M. Glazier .....	Cleveland, O.
Assistant Auditor .....	Leroy V. Porter .....	Cleveland, O.
Auditor Disbursements .....	George F. Tomlinson .....	Cleveland, O.
Auditor Freight Accounts .....	Marcus C. Tully .....	Cleveland, O.
Auditor Passenger Accounts .....	Frederick A. Wyman .....	Cleveland, O.
Chief Claim Agent .....	Frank A. Hruska .....	Cleveland, O.
General Manager .....	Dewitt C. Moon .....	Cleveland, O.
Chief Engineer .....	Geo. C. Cleveland .....	Cleveland, O.
General Superintendent .....	Albert S. Ingalls .....	Cleveland, O.
Superintendent Motive Power .....	Donald R. MacBain .....	Cleveland, O.
General Land and Tax Agent .....	Herbert D. Howe .....	Chicago, Ill.
General Purchasing Agent .....	Sydney B. Wight .....	New York, N. Y.
Freight Traffic Manager .....	George H. Ingalls .....	Chicago, Ill.
Passenger Traffic Manager .....	John W. Daly .....	Chicago, Ill.
General Freight Agent .....	William A. Newman, Frederick Zimmerman .....	Cleveland, O.
General Passenger Agent .....	Lester A. Robinson .....	Cleveland, O.
General Coal and Ore Agent .....	Herman M. Griggs .....	Cleveland, O.

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## DETROIT & CHICAGO RAILROAD CO.

Organized November 9, 1888, Act 198, Session Laws of 1873, Article 1, Sec. 2, State of Michigan.

Controlled by the Lake Shore and Michigan Southern Railway Company by ownership of stock. Railroad operated by L. S. & M. S. Ry. Co.

### DIRECTORS.

Name.	Postoffice address.	Expiration of term.
W. K. Vanderbilt.....	New York, N. Y. ....	When successors are elected or appointed.
F. W. Vanderbilt.....	New York, N. Y. ....	
W. H. Newman.....	New York, N. Y. ....	
J. Carstensen.....	New York, N. Y. ....	
H. S. Vanderbilt.....	New York, N. Y. ....	
A. H. Harris.....	New York, N. Y. ....	
(One vacancy) D. W. Pardee.....	New York, N. Y. ....	
A. H. Smith.....	New York, N. Y. ....	

### OFFICERS.

Title.	Name.	Official address.
President.....	A. H. Smith.....	New York, N. Y.
Vice-President.....	W. K. Vanderbilt, Jr.....	New York, N. Y.
Vice-President.....	J. Carstensen.....	New York, N. Y.
Secretary.....	D. W. Pardee.....	New York, N. Y.
Treasurer.....	M. S. Barger.....	New York, N. Y.
Auditor.....	G. M. Glazier.....	Cleveland, Ohio.
General Manager.....	D. C. Moon.....	Cleveland, Ohio.

## DETROIT, HILLSDALE & SOUTHWESTERN RAILROAD CO.

Organized January 30, 1875, under the Laws of the State of Michigan.

Railroad operated by L. S. & M. S. Ry. Co.

### DIRECTORS.

Name.	Postoffice address.	Expiration of term.
Edwin S. Marston.....	New York, N. Y. ....	January, 1915.
Samuel Sloan.....	New York, N. Y. ....	January, 1915.
Moses Taylor.....	New York, N. Y. ....	January, 1915.
Edgar Palmer.....	New York, N. Y. ....	January, 1915.
Augustus V. Heely.....	New York, N. Y. ....	January, 1915.
F. Geller.....	New York, N. Y. ....	January, 1915.
Effingham Maynard.....	New York, N. Y. ....	January, 1915.
Cornelius R. Agnew.....	New York, N. Y. ....	January, 1915.
William Z. Cardozo.....	New York, N. Y. ....	January, 1915.

### OFFICERS.

Title.	Name.	Official address.
President.....	Edwin S. Marston.....	New York, N. Y.
Vice-President.....	Samuel Sloan.....	New York, N. Y.
Secretary and Treasurer.....	Augustus V. Heely.....	New York, N. Y.
Assistant Secretary and Assistant Treasurer.....	Cornelius R. Agnew.....	New York, N. Y.

## ANNUAL REPORT.

## DETROIT, MONROE &amp; TOLEDO RAILROAD COMPANY.

Organized March 6, 1855, under the Provisions of Act of 1855, State of Michigan.

Controlled by the Lake Shore and Michigan Southern Railway Company by ownership of stock.

Railroad operated by Lake Shore and Michigan Southern Ry.

## DIRECTORS.

Name.	Postoffice address.	Expiration of term.
W. K. Vanderbilt.....	New York, N. Y.....	April, 1914.
F. W. Vanderbilt.....	New York, N. Y.....	
D. W. Pardee.....	New York, N. Y.....	
W. H. Newman.....	New York, N. Y.....	
H. S. Vanderbilt.....	New York, N. Y.....	
A. H. Smith.....	New York, N. Y.....	
W. K. Vanderbilt, Jr.....	New York, N. Y.....	
J. Carstensen.....	New York, N. Y.....	
Ira A. Place.....	New York, N. Y.....	
A. H. Harris.....	New York, N. Y.....	
E. D. Potter.....	Toledo, Ohio.....	

## OFFICERS.

Title.	Name.	Official address.
President.....	A. H. Smith.....	New York, N. Y.
Vice-President.....	W. K. Vanderbilt, Jr.....	New York, N. Y.
Vice-President.....	J. Carstensen.....	New York, N. Y.
Vice-President.....	A. H. Harris.....	New York, N. Y.
Secretary.....	D. W. Pardee.....	New York, N. Y.
Treasurer.....	M. S. Barger.....	New York, N. Y.
Auditor.....	G. M. Glasier.....	Cleveland, Ohio.

## DETROIT, TOLEDO &amp; MILWAUKEE RAILROAD COMPANY.

Organized July 1, 1897, under the Laws of the State of Michigan.

Controlled by the Lake Shore &amp; Michigan Southern Railway Company and the Michigan Central Railroad Company through the ownership of stock.

Operated by Michigan Central Railroad Company and Lake Shore &amp; Michigan Southern Railway Company.

## DIRECTORS.

Name.	Postoffice address.	Expiration of term.
W. H. Newman.....	New York, N. Y.....	Elected June 8, 1911, holding over.
W. K. Vanderbilt.....	New York, N. Y.....	
W. K. Vanderbilt, Jr.....	New York, N. Y.....	
H. B. Ledyard.....	Detroit, Michigan.....	
H. Russell.....	Detroit, Michigan.....	
H. S. Vanderbilt.....	New York, N. Y.....	Appt. Nov. 13, 1912, holding over.
A. H. Smith.....	New York, N. Y.....	Appt. Dec. 7, 1913, holding over.

## OFFICERS.

Title.	Name.	Official address.
President.....	A. H. Smith.....	New York, N. Y.
First Vice-President.....	W. K. Vanderbilt.....	New York, N. Y.
Secretary.....	D. W. Pardee.....	New York, N. Y.
Treasurer.....	M. S. Barger.....	New York, N. Y.

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## FORT WAYNE & JACKSON RAILROAD COMPANY.

Organized December 27, 1879, under the Laws of the State of Michigan and Indiana.

Railroad operated by Lake Shore & Michigan Southern Railway Company.

### DIRECTORS.

Name.	Postoffice address.	Expiration of term.
Edwin S. Marston.....	New York, N. Y.....	January, 1915.
S. Sloan.....	New York, N. Y.....	January, 1915.
E. Palmer.....	New York, N. Y.....	January, 1915.
H. Beste (died August 17, 1914).....	New York, N. Y.....	January, 1915.
John J. Pierrepont.....	New York, N. Y.....	January, 1915.
A. V. Heely.....	New York, N. Y.....	January, 1915.
H. Bromley.....	Cleveland, Ohio.....	January, 1915.
B. B. Sloan.....	New York, N. Y.....	January, 1915.
W. B. Cardozo.....	New York, N. Y.....	January, 1915.
H. B. Joy.....	Detroit, Michigan.....	January, 1915.

### OFFICERS.

Title.	Name.	Official address.
President.....	E. S. Marston.....	New York, N. Y.
Vice-President.....	Samuel Sloan.....	New York, N. Y.
Secretary and Treasurer.....	Augustus V. Heely.....	New York, N. Y.
Asst. Secretary and Asst. Treasurer.....	William Cardozo.....	New York, N. Y.

## KALAMAZOO, ALLEGAN & GRAND RAPIDS RAILROAD CO.

Organized June 3, 1868, under Michigan Laws, Act of February 12, 1855, and Acts supplementary thereto.

Railroad operated by Lake Shore & Michigan Southern Railway Co.

### DIRECTORS.

Name.	Postoffice address.	Expiration of term.
J. H. Wade.....	New York, N. Y.....	Until successors are appointed.
O. G. Getsen Damer.....	New York, N. Y.....	
H. B. Corner.....	Cleveland, Ohio.....	
R. A. Harman.....	Cleveland, Ohio.....	
Douglas Perkins.....	Cleveland Ohio.....	
J. R. Nutt.....	Cleveland, Ohio.....	
W. B. Sanders.....	Cleveland, Ohio.....	
H. B. Ellis.....	Cleveland, Ohio.....	
R. M. Huddleston.....	Chicago, Ill.....	

### OFFICERS.

Title.	Name.	Official address.
President.....	J. H. Wade.....	New York, N. Y.
Vice-President.....	J. R. Nutt.....	Cleveland, Ohio.
Secretary.....	O. G. Getsen Damer.....	New York, N. Y.
Treasurer.....	H. B. Corner.....	Cleveland, Ohio.
Auditor.....	G. M. Glasier.....	Cleveland, Ohio.

## ANNUAL REPORT.

## KALAMAZOO &amp; WHITE PIGEON RAILROAD COMPANY.

Organized August 14, 1869, under Michigan Act of February 12, 1855.

Controlled by the L. S. &amp; M. S. Ry., ownership of stock.

Railroad operated by L. S. &amp; M. S. Ry. Co.

## DIRECTORS.

Name.	Postoffice address.	Expiration of term.
W. K. Vanderbilt.....	New York, N. Y.....	When successors are elected or appointed.
F. W. Vanderbilt.....	New York, N. Y.....	
W. H. Newman.....	New York, N. Y.....	
W. K. Vanderbilt, Jr.....	New York, N. Y.....	
J. Carstensen.....	New York, N. Y.....	
A. H. Smith.....	New York, N. Y.....	
H. S. Vanderbilt.....	New York, N. Y.....	

## OFFICERS.

Title.	Name.	Official address.
President.....	A. H. Smith.....	New York, N. Y.
Vice-President.....	W. K. Vanderbilt, Jr.....	New York, N. Y.
Vice-President.....	J. Carstensen.....	New York, N. Y.
Vice-President.....	A. H. Harris.....	New York, N. Y.
Secretary.....	D. W. Pardee.....	New York, N. Y.
Treasurer.....	M. S. Barger.....	New York, N. Y.
Auditor.....	G. M. Glasier.....	Cleveland, Ohio.
General Manager.....	D. C. Moon.....	Cleveland, Ohio.

## NORTHERN CENTRAL MICHIGAN RAILROAD COMPANY.

Organized November 12, 1866, under the General Railroad Laws of the State of Michigan.

Controlled by the L. S. &amp; M. S. Railway; ownership of capital stock.

Railroad operated by L. S. &amp; M. S. Ry. Co.

## DIRECTORS.

Name.	Postoffice address.	Expiration of term.
W. K. Vanderbilt.....	New York, N. Y.....	When successors are elected or appointed.
F. W. Vanderbilt.....	New York, N. Y.....	
W. H. Newman.....	New York, N. Y.....	
W. C. Brown.....	New York, N. Y.....	
J. Carstensen.....	New York, N. Y.....	
W. K. Vanderbilt, Jr.....	New York, N. Y.....	
A. H. Harris.....	New York, N. Y.....	
D. W. Pardee.....	New York, N. Y.....	
A. H. Smith.....	New York, N. Y.....	

## OFFICERS.

Title.	Name.	Official address.
President.....	A. H. Smith.....	New York, N. Y.
Vice-President.....	W. K. Vanderbilt.....	New York, N. Y.
Vice-President.....	A. H. Harris.....	New York, N. Y.
Vice-President.....	J. Carstensen.....	New York, N. Y.
Vice-President.....	C. F. Daly.....	New York, N. Y.
Secretary.....	D. W. Pardee.....	New York, N. Y.
Treasurer.....	M. S. Barger.....	New York, N. Y.
Auditor.....	G. M. Glasier.....	Cleveland, Ohio.

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## STURGIS, GOSHEN & ST. LOUIS RAILWAY COMPANY.

Organized October 29, 1889, under an act to authorize, regulate and confirm the sale of railroads, etc., approved March 3, 1865, supplementary act approved December 20, 1865, Michigan Act 198, Session Laws of 1873.

Controlled by the L. S. & M. S. Railway; ownership of capital stock.

Railroad operated by L. S. & M. S. Ry. Co.

### DIRECTORS.

Name.	Postoffice address.	Expiration of term.
W. K. Vanderbilt.....	New York, N. Y.....	June, 1915.
F. W. Vanderbilt.....	New York, N. Y.....	
W. H. Newman.....	New York, N. Y.....	
A. H. Smith.....	New York, N. Y.....	
J. Carstensen.....	New York, N. Y.....	
W. K. Vanderbilt, Jr.....	New York, N. Y.....	
H. S. Vanderbilt.....	New York, N. Y.....	

### OFFICERS.

Title.	Name.	Official address.
President.....	W. H. Newman.....	New York, N. Y.
Vice-President.....	J. Carstensen.....	New York, N. Y.
Secretary.....	D. W. Pardee.....	New York, N. Y.
Treasurer.....		
Auditor.....	G. M. Glasier.....	Cleveland, Ohio.
General Manager.....	J. C. Moon.....	Cleveland, Ohio.

## LAKE SUPERIOR & ISHPEMING RAILWAY COMPANY.

Organized February 17, 1893, under Laws of State of Michigan.

Controlled by the Cleveland Cliffs Iron Co. and Pittsburgh and Lake Angeline Iron Co., by stock ownership.

### DIRECTORS.

Name.	Postoffice address.	Expiration of term.
Wm. G. Mather.....	Cleveland, Ohio.....	February 9, 1915.
Jas. B. Laughlin.....	Pittsburgh, Pa.....	February 9, 1915.
Wm. G. Pollock.....	Cleveland, Ohio.....	February 9, 1915.
B. F. Jones, Jr.....	Pittsburgh, Pa.....	February 9, 1915.
J. H. Wade.....	New York, N. Y.....	February 9, 1915.
Jas. H. Hoyt.....	Cleveland, Ohio.....	February 9, 1915.
H. R. Harris.....	Marquette, Mich.....	February 9, 1915.

### OFFICERS.

Title.	Name.	Official address.
President.....	Wm. G. Mather.....	Cleveland, Ohio.
First Vice-President.....	Jas. B. Laughlin.....	Pittsburgh, Pa.
Second Vice-President.....	H. R. Harris.....	Marquette, Mich.
Secretary.....	J. H. Hoyt.....	Cleveland, Ohio.
Treasurer.....	W. G. Pollock.....	Cleveland, Ohio.
General Solicitor.....	W. P. Belden.....	Ishpeming, Mich.
Auditor.....	H. A. St. John.....	Marquette, Mich.
General Manager.....	H. R. Harris.....	Marquette, Mich.
Chief Engineer.....	R. C. Young.....	Marquette, Mich.
General Freight Agent.....	H. A. St. John.....	Marquette, Mich.
General Passenger Agent.....	H. A. St. John.....	Marquette, Mich.

## ANNUAL REPORT.

## LANSING SOUTHERN RAILROAD COMPANY.

Organized August 29, 1907, Chapter 164, Laws of the State of Michigan.

Railroad operated by Michigan United Traction Co. as an electric railway.

## DIRECTORS.

Name.	Postoffice address.	Expiration of term.
Geo. G. Moore.....	Detroit, Michigan.....	
T. W. Atwood.....	Caro, Michigan.....	
James R. Elliott.....	Portland, Ore.....	
R. Morrison, Jr.....	Detroit, Michigan.....	
Sanford W. Ladd.....	Detroit, Michigan.....	

## OFFICERS.

Title.	Name.	Official address.
President.....	T. W. Atwood.....	Caro, Michigan.
First Vice-President.....	James R. Elliott.....	Portland, Ore.
Secretary and Treasurer.....	R. Morrison, Jr.....	Detroit, Mich.
Attorney or General Counsel.....	Sanford W. Ladd.....	Detroit, Mich.

## LUDINGTON &amp; NORTHERN RAILWAY.

Organized July 13, 1901, under Michigan Train Railway Act No. 6394.

## DIRECTORS.

Name.	Postoffice address.	Expiration of term.
J. S. Stearns.....	Ludington, Mich.....	April 9, 1915.
R. L. Stearns.....	Ludington, Mich.....	April 9, 1915.
W. T. Culver.....	Ludington, Mich.....	April 9, 1915.
J. I. Burns.....	Ludington, Mich.....	April 9, 1915.
F. W. Hawley.....	Ludington, Mich.....	April 9, 1915.

## OFFICERS.

Title.	Name.	Official address.
President.....	J. S. Stearns.....	Ludington, Mich.
Vice-President.....	W. T. Culver.....	Ludington, Mich.
Secretary and Treasurer.....	R. L. Stearns.....	Ludington, Mich.
Auditor.....	W. A. Spencer.....	Ludington, Mich.
General Manager.....	A. J. Russell.....	Ludington, Mich.
Traffic Manager.....	A. J. Russell.....	Ludington, Mich.



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## MANISTEE & GRAND RAPIDS RAILROAD COMPANY.

Chas. H. Morey, Receiver.

Organized November 17, 1889, under General Railroad Laws of Michigan.

Road sold under foreclosure on Nov. 24, 1913, when it ceased to operate.

### DIRECTORS.

Name.	Postoffice address.	Expiration of term.
H. W. Seaman.....	Chicago, Illinois.....	November 24, 1913.
Frank P. Leffingwell.....	Chicago, Illinois.....	
B. C. Sammons.....	Chicago, Illinois.....	
James Stanley Joyce.....	Chicago, Illinois.....	
J. Edward Maase.....	Chicago, Illinois.....	
J. W. Clausen.....	Chicago, Illinois.....	
Charles H. Morey.....	Manistee, Mich.....	

### OFFICERS.

Title.	Name.	Official address.
President.....	H. W. Seaman.....	Chicago, Ill.
First Vice-President.....	Charles H. Morey.....	Manistee, Mich.
Secretary.....	J. W. Clausen.....	Chicago, Ill.
Treasurer.....	B. C. Sammons.....	Chicago, Ill.
Auditor.....	George A. Johnson.....	Manistee, Mich.
General Superintendent.....	G. W. Anderson.....	Filer City, Mich.
General Freight Agent.....	Geo. A. Johnson.....	Manistee, Mich.
General Passenger Agent.....	Geo. A. Johnson.....	Manistee, Mich.

## MANISTEE & NORTHEASTERN RAILROAD COMPANY.

Organized January 7, 1887, under the Laws of Michigan, Howell's Annotated Statutes, Chapter 91.

### DIRECTORS.

Name.	Postoffice address.	Expiration of term.
Edward Buckley.....	Manistee, Mich.....	Second Tuesday in June, 1914.
P. R. L. Carl.....	Manistee, Mich.....	
F. A. Mitchell.....	Manistee, Mich.....	
C. F. Kuehl.....	Manistee, Mich.....	
W. H. Nuttall.....	Manistee, Mich.....	
J. A. Rademaker.....	Manistee, Mich.....	
C. F. Ruggles.....	Manistee, Mich.....	

### OFFICERS.

Title.	Name.	Official address.
President.....	Edward Buckley.....	Manistee, Mich.
First Vice-President.....	P. R. L. Carl.....	Manistee, Mich.
Second Vice-President.....	F. A. Mitchell.....	Manistee, Mich.
Secretary.....	F. A. Mitchell.....	Manistee, Mich.
Treasurer.....	P. R. L. Carl.....	Manistee, Mich.
Attorney or General Counsel.....	Charles M. Wilson.....	Grand Rapids, Mich.
Auditor.....	C. F. Kuehl.....	Manistee, Mich.
General Manager.....	P. R. L. Carl.....	Manistee, Mich.
Chief Engineer.....	W. D. Manchester.....	Manistee, Mich.
General Superintendent.....	E. H. O'Neil.....	Manistee, Mich.
Traffic Manager.....	F. A. Mitchell.....	Manistee, Mich.
General Freight Agent.....	D. Riely.....	Manistee, Mich.
General Passenger Agent.....	D. Riely.....	Manistee, Mich.

## ANNUAL REPORT.

## MANISTEE &amp; LUTHER RAILROAD COMPANY.

Organized March 26, 1886, under Laws of the State of Michigan.

## DIRECTORS.

Name.	Postoffice address.	Expiration of term.
R. G. Peters .....	Manistee, Mich. ....	
W. H. Anderson .....	Grand Rapids, Michigan .....	
Geo. Heffernan .....	Grand Rapids, Michigan .....	
F. A. Gorham .....	Grand Rapids, Michigan .....	
R. A. Nickerson .....	Manistee, Michigan .....	

## OFFICERS.

Title.	Name.	Official address.
Chairman of the Board .....	R. G. Peters .....	Eastlake, Michigan.
President .....	R. G. Peters .....	Eastlake, Michigan.
First Vice-President .....	F. A. Gorham .....	Grand Rapids, Michigan.
Secretary .....	R. A. Nickerson .....	Eastlake, Michigan.
Treasurer .....	R. A. Nickerson .....	Eastlake, Michigan.
Attorney or General Counsel .....	A. J. Dovel .....	Manistee, Michigan.
General Manager .....	R. G. Peters .....	Eastlake, Michigan.
Assistant General Manager .....	R. A. Nickerson .....	Eastlake, Michigan.
General Superintendent .....	W. A. Seaman .....	Hoxeyville, Michigan.

## MANISTIQUE &amp; LAKE SUPERIOR RAILROAD COMPANY.

Organized July 21, 1909, under the Laws of the State of Michigan.

Controlled by Ann Arbor R. R. Co., by ownership of stock.

## DIRECTORS.

Name.	Postoffice address.	Expiration of term.
Strathearn Hendrie .....	Detroit, Michigan .....	
A. W. Towseley .....	Toledo, Ohio .....	
H. H. Harrison .....	New York, N. Y. ....	
Newman Erb .....	New York, N. Y. ....	
W. J. Wollman .....	New York, N. Y. ....	

## OFFICERS.

Title.	Name.	Official address.
President .....	H. H. Harrison .....	New York, N. Y.
First Vice-President .....	A. W. Towseley .....	Toledo, Ohio.
Secretary .....	H. B. Blanchard .....	New York, N. Y.
Treasurer .....	H. B. Blanchard .....	New York, N. Y.
Auditor .....	Joe. Goldbaum .....	Toledo, Ohio.
Assistant Auditor .....	C. H. Cox .....	Toledo, Ohio.
General Manager .....	A. W. Towseley .....	Toledo, Ohio.
General Superintendent .....	B. A. Craver .....	Manistique, Mich.
Traffic Manager .....	H. S. Bradley .....	Toledo, Ohio.

## THE MICHIGAN CENTRAL RAILROAD COMPANY.

Organized March 28, 1846, under General Railroad Law of the State of Michigan.

Controlled by New York Central and Hudson River Railroad Co., by stock ownership.

## DIRECTORS.

Name.	Postoffice address.	Expiration of term.
William K. Vanderbilt.....	New York, N. Y.....	May 7, 1915.
Frederick W. Vanderbilt.....	New York, N. Y.....	
Henry B. Ledyard.....	Detroit, Michigan.....	
Alfred H. Smith.....	New York, N. Y.....	
Harold S. Vanderbilt.....	New York, N. Y.....	
Chauncey M. Depew.....	New York, N. Y.....	
William Rockefeller.....	New York, N. Y.....	
James Stillman.....	New York, N. Y.....	
Wm. H. Newman.....	New York, N. Y.....	
George F. Baker.....	New York, N. Y.....	
William K. Vanderbilt, Jr.....	New York, N. Y.....	
L. C. Ledyard.....	New York, N. Y.....	
Marvin Hughitt.....	Chicago, Ill.....	
Robert S. Lovett.....	New York, N. Y.....	

## OFFICERS.

Title	Name	Official address.
Chairman of the Board.....	Henry B. Ledyard.....	Detroit, Mich.
President.....	Alfred H. Smith.....	New York, N. Y.
Vice-President.....	J. Carstensen.....	New York, N. Y.
Vice-President.....	W. K. Vanderbilt, Jr.....	New York, N. Y.
Vice-President.....	J. J. Bernet.....	New York, N. Y.
Vice-President.....	A. H. Harris.....	New York, N. Y.
Vice-President.....	C. F. Daly.....	New York, N. Y.
Secretary.....	D. W. Pardee.....	New York, N. Y.
Treasurer.....	M. S. Barger.....	New York, N. Y.
General Solicitor.....	Clyde Brown.....	New York, N. Y.
General Counsel.....	Henry Russell.....	Detroit, Mich.
Auditor.....	F. O. Waldo.....	Detroit, Mich.
Assistant Auditor.....	E. A. Wigren.....	Detroit, Mich.
General Manager.....	E. D. Bronner.....	Detroit, Mich.
Chief Engineer.....	G. H. Webb.....	Detroit, Mich.
General Superintendent.....	S. W. Brown.....	Detroit, Mich.
Traffic Manager.....	G. H. Ingalls.....	Chicago, Ill.
Traffic Manager.....	J. W. Daly.....	Chicago, Ill.
General Passenger Agent.....	L. W. Landman.....	Chicago, Ill.
General Freight Agent.....	W. C. Rowley.....	Detroit, Mich.

## ANNUAL REPORT.

## BATTLE CREEK &amp; STURGIS RAILWAY COMPANY.

Organized November 14, 1889, General Railroad Laws of Michigan.

Controlled by the Michigan Central Railroad Company through stock ownership.

Railroad property operated by Mich. Cent. R. R. and L. S. &amp; M. S. Ry. Companies.

## DIRECTORS.

Name.	Postoffice address.	Expiration of term.
Henry B. Ledyard.....	Detroit, Mich.....	When successors are elected.
William H. Newman.....	New York, N. Y.....	
Alfred H. Smith.....	New York, N. Y.....	
Henry Russel.....	Detroit, Mich.....	
Frank O. Waldo.....	Detroit, Mich.....	
E. D. Bronner.....	Detroit, Mich.....	
E. C. Nichols.....	Battle Creek, Mich.....	

## OFFICERS.

Title.	Name.	Official address.
President.....	William H. Newman.....	New York, N. Y.
First Vice-President.....	Henry B. Ledyard.....	Detroit, Mich.
Secretary.....	Dwight W. Pardee.....	New York, N. Y.
Assistant Secretary.....	Frank O. Waldo.....	Detroit, Mich.

## BAY CITY &amp; BATTLE CREEK RAILWAY COMPANY.

Organized November 14, 1889, under General Railroad Laws of Michigan.

Controlled by the Michigan Central Railroad Company through stock ownership.

Railroad operated by Mich. Central R. R. Company.

## DIRECTORS.

Name.	Postoffice address.	Expiration of term.
William H. Newman.....	New York, N. Y.....	When successors are elected.
Henry B. Ledyard.....	Detroit, Mich.....	
Alfred H. Smith.....	New York, N. Y.....	
Henry Russel.....	Detroit, Mich.....	
Frank O. Waldo.....	Detroit, Mich.....	
E. D. Bronner.....	Detroit, Mich.....	
George H. Webb.....	Detroit, Mich.....	

## OFFICERS.

Title.	Name.	Official address.
President.....	William H. Newman.....	New York, N. Y.
First Vice-President.....	Henry B. Ledyard.....	Detroit, Mich.
Secretary.....	Dwight W. Pardee.....	New York, N. Y.
Assistant Secretary.....	Frank O. Waldo.....	Detroit, Mich.
Treasurer.....	Milton S. Barger.....	New York, N. Y.

# MICHIGAN RAILROAD COMMISSION.

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## CANADA SOUTHERN BRIDGE COMPANY.

Organized August 20, 1873, by consolidation, under Laws of Dominion of Canada and the State of Michigan.

Controlled by the Canada Southern Railway Company through stock ownership.

Road operated by-Michigan Central Railroad Company.

### DIRECTORS.

Name.	Postoffice address.	Expiration of term.
William K. Vanderbilt.....	New York, N. Y. ....	When successors are elected.
Frederick W. Vanderbilt.....	New York, N. Y. ....	
Chauncey M. Depew.....	New York, N. Y. ....	
William H. Newman.....	New York, N. Y. ....	
Henry B. Ledyard.....	Detroit, Mich. ....	
Edward A. Wicks.....	New York, N. Y. ....	
Joseph E. Brown.....	New York, N. Y. ....	
Alfred H. Smith.....	New York, N. Y. ....	
Wm. K. Vanderbilt, Jr.....	New York, N. Y. ....	

### OFFICERS.

Title.	Name.	Official address.
President.....	W. C. Brown.....	New York, N. Y.
Vice-President.....	Henry B. Ledyard.....	Detroit, Mich.
Secretary.....	D. W. Pardee.....	New York, N. Y.

## DETROIT & BAY CITY RAILROAD COMPANY.

Organized February 21, 1881, under General Railroad Laws of Michigan.

Controlled by the Michigan Central Railroad Company through stock ownership.

Railroad operated by Michigan Central Railroad Company.

### DIRECTORS.

Name.	Postoffice address.	Expiration of term.
William H. Newman.....	New York, N. Y. ....	When successors are elected.
Alfred H. Smith.....	New York, N. Y. ....	
Henry B. Ledyard.....	Detroit, Mich. ....	
Henry Russel.....	Detroit, Mich. ....	
F. O. Waldo.....	Detroit, Mich. ....	

### OFFICERS.

Title.	Name.	Official address.
President.....	A. H. Smith.....	New York, N. Y.
Vice-President.....	H. B. Ledyard.....	Detroit, Mich.
Secretary.....	D. W. Pardee.....	New York, N. Y.
Assistant Secretary.....	F. O. Waldo.....	Detroit, Mich.
Treasurer.....	M. S. Barger.....	New York, N. Y.
Assistant Treasurer.....	H. G. Snelling.....	New York, N. Y.

## ANNUAL REPORT.

## DETROIT BELT LINE RAILROAD.

Organized May 18, 1909, under the General Railroad Laws of Michigan.

Controlled by the Michigan Central Railroad Company through stock ownership.

Road operated by Michigan Central Railroad Company.

## DIRECTORS.

Name.	Postoffice address.	Expiration of term.
H. B. Ledyard.....	Detroit, Mich.....	When successors are elected.
Henry Russel.....	Detroit, Mich.....	
F. O. Waldo.....	Detroit, Mich.....	
F. E. Robson.....	Detroit, Mich.....	
E. D. Bronner.....	Detroit, Mich.....	

## OFFICERS.

Title.	Name.	Official address.
President.....	H. B. Ledyard.....	Detroit, Mich.
Vice-President.....	Henry Russel.....	Detroit, Mich.
Secretary.....	F. O. Waldo.....	Detroit, Mich.
Treasurer.....	M. S. Barger.....	New York, N. Y.
Assistant Secretary.....	E. A. Wigren.....	Detroit, Mich.
Assistant Treasurer.....	H. G. Snelling.....	New York, N. Y.
Chief Engineer.....	G. H. Webb.....	Detroit, Mich.

## DETROIT, DELRAY &amp; DEARBORN RAILROAD COMPANY.

Organized September 19, 1895, under General Railroad Laws of Michigan.

Controlled by the Michigan Central Railroad Company through stock ownership.

Road operated by Michigan Central Railroad Company.

## DIRECTORS.

Name.	Postoffice address.	Expiration of term.
H. B. Ledyard.....	Detroit, Mich.....	December 4, 1914.
Henry Russel.....	Detroit, Mich.....	
E. D. Bronner.....	Detroit, Mich.....	
F. O. Waldo.....	Detroit, Mich.....	
F. E. Robson.....	Detroit, Mich.....	

## OFFICERS.

Title.	Name.	Official address.
President.....	Henry B. Ledyard.....	Detroit, Mich.
Vice-President.....	Henry Russel.....	Detroit, Mich.
Secretary and Treasurer.....	F. O. Waldo.....	Detroit, Mich.
Assistant Secretary.....	Eugene A. Wigren.....	Detroit, Mich.
Chief Engineer.....	Geo. H. Webb.....	Detroit, Mich.

## DETROIT MANUFACTURERS' RAILROAD.

Organized January 27, 1902, under the General Railroad Laws of Michigan.

Controlled by the Michigan Central Railroad Company through stock ownership.

Road operated by Michigan Central Railroad Company.

## DIRECTORS.

Name.	Postoffice address.	Expiration of term.
Henry Russel.....	Detroit, Mich.....	January 15, 1915.
H. Ledyard.....	Detroit, Mich.....	
H. M. Campbell.....	Detroit, Mich.....	
P. H. McMillan.....	Detroit, Mich.....	
M. B. Mills.....	Detroit, Mich.....	
W. T. Barbour.....	Detroit, Mich.....	
Percy J. Farrell.....	Detroit, Mich.....	

## OFFICERS.

Title.	Name.	Official address.
President.....	Henry Russel.....	Detroit, Mich.
Vice-President.....	W. T. Barbour.....	Detroit, Mich.
Secretary.....	Percy J. Farrell.....	Detroit, Mich.
Treasurer.....	P. H. McMillan.....	Detroit, Mich.
Assistant Treasurer.....	G. M. Black.....	Detroit, Mich.

## DETROIT RIVER TUNNEL COMPANY.

Organized August 15, 1905, by consolidation under the Laws of Michigan and Dominion of Canada.

Controlled by the Michigan Central Railroad Company through stock ownership.

## DIRECTORS.

Name.	Postoffice address.	Expiration of term.
William K. Vanderbilt.....	New York, N. Y.....	May 6, 1915.
Fred'k. W. Vanderbilt.....	New York, N. Y.....	
Alfred H. Smith.....	New York, N. Y.....	
William H. Newman.....	New York, N. Y.....	
William K. Vanderbilt, Jr.....	New York, N. Y.....	
Henry B. Ledyard.....	Detroit, Mich.....	
Harold S. Vanderbilt.....	New York, N. Y.....	
William P. Torrance.....	Toronto, Ont.....	
Henry Russel.....	Detroit, Mich.....	
George F. Baker.....	New York, N. Y.....	
Robert S. Lovett.....	New York, N. Y.....	

## OFFICERS.

Title.	Name.	Official address.
President.....	Alfred H. Smith.....	New York, N. Y.
Vice-President.....	Henry B. Ledyard.....	Detroit, Mich.
Vice-President.....	Albert H. Harris.....	New York, N. Y.
Vice-President.....	William K. Vanderbilt, Jr.....	New York, N. Y.
Secretary.....	Dwight W. Pardee.....	New York, N. Y.
Treasurer.....	Milton S. Barger.....	New York, N. Y.
Auditor.....	Frank O. Waldo.....	Detroit, Mich.
Chief Engineer.....	G. H. Webb.....	Detroit, Mich.
Assistant Auditor.....	Harry J. Van Vleck.....	Detroit, Mich.

## ANNUAL REPORT.

## GRAND RIVER VALLEY RAILROAD COMPANY.

Organized May 4, 1846, reorganized April 25, 1894, under the General Railroad Laws of the State of Michigan.

Road operated by Michigan Central Railroad Company.

## DIRECTORS.

Name.	Postoffice address.	Expiration of term.
E. W. Barber.....	Jackson, Michigan.....	October 5, 1914.
E. P. Root.....	Jackson, Michigan.....	
John George, Jr.....	Jackson, Michigan.....	
F. H. Helmer.....	Jackson, Michigan.....	
H. B. Ledyard.....	Detroit, Michigan.....	
Henry Russel.....	Detroit, Michigan.....	
E. D. Barber.....	Vermontville, Michigan.....	

## OFFICERS.

Title.	Name.	Official address.
President.....	E. W. Barber.....	Jackson, Michigan.
First Vice-President.....	J. George, Jr.....	Jackson, Michigan.
Secretary and Treasurer.....	F. H. Helmer.....	Jackson, Michigan.

## JACKSON, LANSING &amp; SAGINAW RAILROAD COMPANY.

Organized February 23, 1864, under the General Railroad Laws of the State of Michigan.

Road operated by Michigan Central Railroad Company.

## DIRECTORS.

Name.	Postoffice address.	Expiration of term.
Alfred H. Smith.....	New York, N. Y.....	When successors are electe !
Henry B. Ledyard.....	Detroit, Michigan.....	
Henry Russel.....	Detroit, Michigan.....	
George H. Russell.....	Detroit, Michigan.....	
William M. Thompson.....	Jackson, Michigan.....	
Frank O. Waldo.....	Detroit, Michigan.....	
Frank W. Blair.....	Detroit, Michigan.....	

## OFFICERS.

Title.	Name.	Official address.
President.....	Alfred H. Smith.....	New York, N. Y.
Vice-President.....	Henry B. Ledyard.....	Detroit, Michigan.
Secretary.....	D. W. Pardee.....	New York, N. Y.
Assistant Secretary.....	F. O. Waldo.....	Detroit, Michigan.
Treasurer.....	Milton S. Barger.....	New York, N. Y.
Assistant Treasurer.....	H. G. Snelling.....	New York, N. Y.
Land Commissioner.....	William Hutchinson.....	Detroit, Michigan.



# MICHIGAN RAILROAD COMMISSION.

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## KALAMAZOO & SOUTH HAVEN RAILROAD COMPANY.

Organized April 2, 1869, under the General Railroad Laws of the State of Michigan.

Controlled by the Michigan Central Railroad by ownership of stock.

Road operated by Michigan Central Railroad Company.

### DIRECTORS.

Name.	Postoffice address.	Expiration of term.
H. B. Ledyard.....	Detroit, Michigan.....	When successors are elected.
W. H. Newman.....	New York, N. Y.....	
G. H. Russell.....	Detroit, Michigan.....	
F. O. Waldo.....	Detroit, Michigan.....	
R. H. L'Hommedieu.....	Detroit, Michigan.....	
H. Russell.....	Detroit, Michigan.....	
F. E. Robson.....	Detroit, Michigan.....	

### OFFICERS.

Title.	Name.	Official address.
President.....	H. B. Ledyard.....	Detroit, Mich.
Vice-President.....	R. H. L'Hommedieu.....	Detroit, Mich.
Secretary.....	D. W. Pardee.....	New York, N. Y.
Treasurer.....	M. S. Barger.....	New York, N. Y.
Assistant Secretary.....	F. O. Waldo.....	Detroit, Mich.

## LANSING MANUFACTURERS' RAILROAD.

Organized July 25, 1904, under the General Railroad Laws of the State of Michigan.

Road operated by Mich. Cent. R. R. Co. and L. S. & M. S. Ry. Co., jointly.

### DIRECTORS.

Name.	Postoffice address.	Expiration of term.
J. H. Seager.....	Lansing, Mich.....	January 27, 1915.
J. B. Seager.....	Lansing, Mich.....	
S. F. Seager.....	Lansing, Mich.....	
S. L. Smith.....	Detroit, Mich.....	
F. L. Smith.....	Detroit, Mich.....	
A. Smith.....	Detroit, Mich.....	

### OFFICERS.

Title.	Name.	Official address.
President.....	J. H. Seager.....	Lansing, Michigan.
Vice-President.....	F. L. Smith.....	Detroit, Michigan.
Secretary and Treasurer.....	S. F. Seager.....	Lansing, Michigan.
General Superintendent.....	O. A. Jenison.....	Lansing, Michigan.

## ANNUAL REPORT.

## LANSING TRANSIT RAILWAY COMPANY.

Organized August 31, 1886, under the Laws of the State of Michigan.

Controlled by the Michigan Central Railroad Company and the Lake Shore &amp; Michigan Southern Railway Company by ownership of stocks

Road operated by Michigan Central R. R. Company.

## DIRECTORS.

Name.	Postoffice address.	Expiration of term.
W. H. Newman.....	New York, N. Y.....	When successors are elected.
H. B. Ledyard.....	Detroit, Mich.....	
W. C. Brown.....	New York, N. Y.....	
Dewitt C. Moon.....	Cleveland, Ohio.....	
Henry Russell.....	Detroit, Michigan.....	

## OFFICERS.

Title.	Name.	Official address.
President.....	H. B. Ledyard.....	Detroit, Michigan.
Secretary.....	D. W. Pardee.....	New York, N. Y.
Assistant Secretary.....	F. O. Waldo.....	Detroit, Michigan.

## MICHIGAN AIR LINE RAILROAD COMPANY.

Organized July 14, 1868, under General Railroad Laws of Michigan.

Controlled by the Michigan Central R. R. by ownership of stock.

Road operated by Michigan Central Railroad Company.

## DIRECTORS.

Name.	Postoffice address.	Expiration of term.
H. B. Ledyard.....	Detroit, Mich.....	When successors are elected.
H. M. Campbell.....	Detroit, Mich.....	
W. C. Brown.....	New York, N. Y.....	
H. Russell.....	Detroit, Mich.....	
F. O. Waldo.....	Detroit, Mich.....	
R. H. L'Hommedieu.....	Detroit, Mich.....	
G. H. Webb.....	Detroit, Mich.....	

## OFFICERS.

Title.	Name.	Official address.
President.....	W. C. Brown.....	New York, N. Y.
First Vice-President.....	H. B. Ledyard.....	Detroit, Michigan.
Secretary.....	D. W. Pardee.....	New York, N. Y.
Assistant Secretary.....	F. O. Waldo.....	Detroit, Michigan.
Assistant Treasurer.....	H. G. Snelling.....	New York, N. Y.

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## ST. CLAIR & WESTERN RAILROAD COMPANY.

Organized September 25, 1906, under the General Railroad Laws of the State of Michigan.

Controlled by the Canada Southern Ry. Co., by ownership of stock.

Road operated by Michigan Central Railroad Company.

### DIRECTORS.

Name.	Postoffice address.	Expiration of term.
Alfred H. Smith.....	New York, N. Y. ....	When successors are elected.
W. H. Newman.....	New York, N. Y. ....	
H. B. Ledyard.....	Detroit, Mich.....	
H. Russell.....	Detroit, Mich.....	
F. O. Waldo.....	Detroit, Mich.....	

### OFFICERS.

Title.	Name.	Official address.
President.....	W. C. Brown.....	New York, N. Y.
Vice-President.....	H. B. Ledyard.....	Detroit, Mich.
Secretary.....	D. W. Pardee.....	New York, N. Y.
Assistant Secretary.....	F. O. Waldo.....	Detroit, Mich.
Assistant Treasurer.....	H. G. Snelling.....	New York, N. Y.

## ST. JOSEPH, SOUTH BEND & SOUTHERN RAILROAD CO.

Organized January 20, 1899, under the Laws of the States of Michigan and Indiana.

Road operated by Michigan Central Railroad Company.

### DIRECTORS.

Name.	Postoffice address.	Expiration of term.
Moses L. Scudder.....	New York, N. Y. ....	February 28, 1915.
Colgate Hoyt.....	New York, N. Y. ....	February 28, 1915.
Morgan G. Bulkeley.....	Hartford, Conn.....	February 28, 1915.
Sylvester C. Dunham.....	Hartford, Conn.....	February 28, 1915.
James S. Farlee.....	New York, N. Y. ....	February 28, 1915.

### OFFICERS.

Title.	Name.	Official address.
President.....	Moses L. Scudder.....	New York, N. Y.
First Vice-President.....	Colgate Hoyt.....	New York, N. Y.
Secretary.....	Philip J. Scudder.....	New York, N. Y.
Treasurer.....	Frank H. Carter.....	New York, N. Y.
Attorney or General Counsel.....	Adrian H. Joline.....	New York, N. Y.

## TOLEDO, CANADA SOUTHERN &amp; DETROIT RAILWAY COMPANY.

Organized July 19, 1872, by consolidation under the General Law of the State of Michigan.

Controlled by Michigan Central Railroad Co., by ownership of stock, through the Canada Southern Ry. Co., intermediary.

Road operated by Michigan Central Railroad Company.

## DIRECTORS.

Name.	Postoffice address.	Expiration of term.
W. K. Vanderbilt.....	New York, N. Y.....	When successors are elected.
F. W. Vanderbilt.....	New York, N. Y.....	
C. M. Depew.....	New York, N. Y.....	
W. H. Newman.....	New York, N. Y.....	
A. H. Smith.....	New York, N. Y.....	
H. B. Ledyard.....	Detroit, Mich.....	
E. A. Wickes.....	New York, N. Y.....	
J. E. Brown.....	New York, N. Y.....	
W. K. Vanderbilt, Jr.....	New York, N. Y.....	

## OFFICERS.

Title.	Name.	Official address.
President.....	W. C. Brown.....	New York, N. Y.
Vice-President.....	H. B. Ledyard.....	Detroit, Michigan.
Secretary.....	D. W. Pardee.....	New York, N. Y.
Assistant Treasurer.....	H. G. Snelling.....	New York, N. Y.

## MICHIGAN EAST &amp; WEST RAILWAY COMPANY.

Organized January 20, 1914, under laws of the State of Michigan, being a reorganization of the Manistee &amp; Grand Rapids Railroad Company.

## DIRECTORS.

Name.	Postoffice address.	Expiration of term.
F. P. Leffingwell.....	Chicago, Ill.....	First Wednesday May, 1915.
David G. Joyce.....	Chicago, Ill.....	
James Stanley Joyce.....	Chicago, Ill.....	
Jacob Kleinhaus.....	Grand Rapids, Mich.....	
Chas. H. Morey.....	Manistee, Mich.....	

## OFFICERS.

Title.	Name.	Official address.
President.....	F. P. Leffingwell.....	Chicago, Ill.
Vice-President.....	Chas. H. Morey.....	Manistee, Mich.
Secretary.....	Jacob Kleinhaus.....	Grand Rapids, Mich.
Treasurer.....	James S. Joyce.....	Chicago, Ill.
Auditor.....	Geo. A. Johnson.....	Manistee, Mich.
General Superintendent.....	G. W. Anderson.....	Filer City, Mich.
General Freight Agent.....	Geo. A. Johnson.....	Manistee, Mich.
General Passenger Agent.....	Geo. A. Johnson.....	Manistee, Mich.

## MINERAL RANGE RAILROAD COMPANY.

Organized November 3, 1871, under the General Railway Laws of the State of Michigan.

Controlled by the Duluth, South Shore &amp; Atlantic Railway Company through ownership of stock.

## DIRECTORS.

Name.	Postoffice address.	Expiration of term.
A. B. Eldredge.....	Marquette, Mich.....	September 17, 1914.
E. W. Allen.....	Marquette, Mich.....	
P. W. Phelps.....	Marquette, Mich.....	
W. W. Walker.....	Duluth, Minn.....	
James McNaughton.....	Calumet, Mich.....	
J. T. Reeder.....	Calumet, Mich.....	
William Veale.....	Calumet, Mich.....	

## OFFICERS.

Title.	Name.	Official address.
President and General Counsel.....	A. B. Eldredge.....	Marquette, Michigan.
Vice-President and General Manager.....	W. W. Walker.....	Duluth, Minn.
Vice-President.....	Jas. McNaughton.....	Calumet, Michigan.
Secretary.....	A. E. Miller.....	Marquette, Michigan.
Treasurer.....	E. W. Allen.....	Marquette, Michigan.
General Attorney.....	A. E. Miller.....	Marquette, Michigan.
Assistant to General Manager.....	E. R. Lewis.....	Duluth, Minn.
Auditor.....	A. E. Delf.....	Marquette, Michigan.
General Superintendent.....	C. E. Lytle.....	Marquette, Michigan.
General Freight Agent.....	S. R. Lewis.....	Duluth, Minn.
General Passenger Agent.....	James Maney.....	Duluth, Minn.
Land Commissioner.....	Jos. A. Jeffery.....	Duluth, Minn.

## MINNEAPOLIS, ST. PAUL &amp; SAULT STE. MARIE RAILROAD COMPANY.

Organised June 11, 1888, consolidated under General Laws of Michigan, Minnesota and the Territory of Dakota.

Controlled by the Canadian Pacific Railway Company through ownership of majority of capital stock.

## DIRECTORS.

Name.	Postoffice address.	Expiration of term.
E. Pennington.....	Minneapolis, Minn.....	September 15, 1914.
Chas. S. Pillsbury.....	Minneapolis, Minn.....	
Horace Lowry.....	Minneapolis, Minn.....	
A. H. Bright.....	Minneapolis, Minn.....	
W. L. Martin.....	Minneapolis, Minn.....	
G. R. Newell.....	Minneapolis, Minn.....	
E. A. Young.....	St. Paul, Minn.....	
Sir T. G. Shaughnessey.....	Montreal, Quebec.....	
R. B. Angus.....	Montreal, Quebec.....	
J. G. Odgan.....	Montreal, Quebec.....	

## OFFICERS.

Title.	Name.	Official address.
President.....	E. Pennington.....	Minneapolis, Minn.
Vice-President.....	W. L. Martin.....	Minneapolis, Minn.
Secretary.....	Geo. W. Webster.....	Minneapolis, Minn.
Treasurer.....	C. F. Clement.....	Minneapolis, Minn.
General Solicitor.....	H. B. Dike.....	Minneapolis, Minn.
General Counsel.....	A. H. Bright.....	Minneapolis, Minn.
Comptroller.....	C. W. Gardner.....	Minneapolis, Minn.
Auditor.....	R. Kirkwood.....	Minneapolis, Minn.
Assistant Auditor.....	A. R. Marshall.....	Minneapolis, Minn.
Chief Engineer.....	C. N. Kalk.....	Minneapolis, Minn.
General Manager.....	G. R. Huntington.....	Minneapolis, Minn.
Traffic Manager.....	W. L. Martin.....	Minneapolis, Minn.
General Freight Agent.....	T. E. Sands.....	Minneapolis, Minn.
General Passenger Agent.....	W. R. Callaway.....	Minneapolis, Minn.
Land Commissioner.....	W. H. Killen.....	Minneapolis, Minn.

## GOGEIC &amp; MONTREAL RIVER RAILROAD COMPANY.

Organized December 27, 1883, under laws of the State of Michigan. Road operated by Minneapolis, St. Paul &amp; Sault Ste. Marie Railway Company, under lease.

## DIRECTORS.

Name.	Postoffice address.	Expiration of term.
E. Pennington.....	Minneapolis, Minn.....	Until successors are appointed.
A. H. Bright.....	Minneapolis, Minn.....	
C. W. Gardner.....	Minneapolis, Minn.....	
E. F. Potter.....	Minneapolis, Minn.....	
G. W. Webster.....	Minneapolis, Minn.....	

## OFFICERS.

Title.	Name.	Official address.
President.....	E. Pennington.....	Minneapolis, Minn.
Vice-President.....	A. H. Bright.....	Minneapolis, Minn.
Secretary.....	G. W. Webster.....	Minneapolis, Minn.
Treasurer.....	C. F. Clement.....	Minneapolis, Minn.
Comptroller.....	C. W. Gardner.....	Minneapolis, Minn.
Assistant Secretary and Treasurer.....	H. N. Paist.....	Minneapolis, Minn.

# MICHIGAN RAILROAD COMMISSION.

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## MUNISING, MARQUETTE & SOUTHEASTERN RAILWAY COMPANY.

Organised July 1, 1911, under the General Railroad Laws of the State of Michigan.

Controlled by the Cleveland Cliffs Iron Company by ownership of stock.

### DIRECTORS.

Name.	Postoffice address.	Expiration of term.
W. G. Mather.....	Cleveland, Ohio.....	February 16, 1915.
J. H. Hoyt.....	Cleveland, Ohio.....	
R. C. Mann.....	Cleveland, Ohio.....	
M. M. Duncan.....	Ishpeming, Michigan.....	
H. R. Harris.....	Marquette, Michigan.....	

### OFFICERS.

Title.	Name.	Official address.
President.....	W. G. Mather.....	Cleveland, Ohio.
Vice-President.....	H. R. Harris.....	Marquette, Mich.
Secretary.....	J. H. Hoyt.....	Cleveland, Ohio.
Treasurer.....	W. G. Mather.....	Cleveland, Ohio.
General Solicitor.....	W. P. Belden.....	Ishpeming, Mich.
Assistant Secretary.....	R. C. Mann.....	Cleveland, Ohio.
Auditor.....	H. A. St. John.....	Marquette, Mich.
General Manager.....	H. R. Harris.....	Marquette, Mich.
Chief Engineer.....	R. C. Young.....	Marquette, Mich.
General Freight Agent.....	H. A. St. John.....	Marquette, Mich.
General Passenger Agent.....	H. A. St. John.....	Marquette, Mich.
Land Commissioner.....	C. V. R. Townsend.....	Negaunee, Mich.

## ONTONAGON RAILROAD COMPANY.

Organised October 24, 1904, Act 148, Public Acts of 1855.

### DIRECTORS.

Name.	Postoffice address.	Expiration of term.
T. A. Green.....	Ontonagon, Michigan.....	When successors are appointed.
C. H. Worcester.....	Chassell, Michigan.....	
D. J. Allie.....	Ontonagon, Michigan.....	

### OFFICERS.

Title.	Name.	Official address.
President.....	T. A. Green.....	Ontonagon, Michigan.
First Vice-President.....	C. H. Worcester.....	Chassell, Michigan.
Secretary and Treasurer.....	D. J. Allie.....	Ontonagon, Michigan.
Attorney or General Counsel.....	H. S. Green.....	Milwaukee, Wis.
Comptroller.....	T. A. Green.....	Ontonagon, Michigan.
Auditor.....	R. Cousin.....	Chicago, Ill.
General Manager.....	J. H. Bice.....	Ontonagon, Michigan.
General Superintendent.....	J. H. Bice.....	Ontonagon, Michigan.

## ANNUAL REPORT.

## PERE MARQUETTE RAILROAD COMPANY.

Frank W. Blair, Dudley E. Waters and Paul H. King, Receivers.

Organized December 4, 1907, under the General Railroad Laws of Michigan and Indiana.

## DIRECTORS.

Name.	Postoffice address.	Expiration of term.
Frank W. Blair.....	Detroit, Mich.....	October 7, 1914.
S. M. Felton.....	Chicago, Ill.....	
Wm. L. Clements.....	Bay City, Mich.....	
B. F. Davis.....	Lansing, Mich.....	
Wm. A. Garrett.....	Chicago, Ill.....	
James B. Peter.....	Saginaw, Mich.....	
Wm. R. Roach.....	Hart, Mich.....	
S. L. Merriam.....	Detroit, Mich.....	
F. H. Prince.....	Boston, Mass.....	
William H. Porter.....	New York, N. Y.....	
A. E. Sleeper.....	Bad Axe, Mich.....	
F. W. Stevens.....	New York, N. Y.....	
E. V. R. Thayer.....	Boston, Mass.....	
Dudley E. Waters.....	Grand Rapids, Mich.....	

## OFFICERS.

Title.	Name.	Official address.
Receivers.....	Frank W. Blair, Dudley E. Waters, } Paul H. King.....	Grand Rapids. Detroit, Mich.
President.....	Samuel M. Felton.....	Chicago, Ill.
Vice-President.....	J. L. Cramer.....	Detroit, Mich.
Vice-President.....	George C. Conn.....	Detroit, Mich.
Secretary.....	E. N. Weller.....	New York, N. Y.
Treasurer.....	E. N. Weller.....	Detroit, Mich.
General Solicitor.....	S. L. Merriam.....	Detroit, Mich.
Assistant General Solicitor.....	John C. Bills.....	Detroit, Mich.
General Attorneys.....	Parker, Shields & Brown.....	Detroit, Mich.
Comptroller.....	J. L. Cramer.....	Detroit, Mich.
Auditor.....	C. S. Sikes.....	Detroit, Mich.
Auditor Traffic Accounts.....	A. J. Anderson.....	Detroit, Mich.
Auditor Disbursements.....	H. G. Myers.....	Detroit, Mich.
General Manager.....	Frank H. Alfred.....	Detroit, Mich.
Chief Engineer.....	A. L. Grandy.....	Detroit, Mich.
General Superintendent.....	.....	.....
Freight Traffic Manager.....	George C. Conn.....	Detroit, Mich.
General Freight Agent.....	C. M. Booth.....	Detroit, Mich.
General Passenger Agent.....	W. E. Wolfenden.....	Detroit, Mich.
Land and Tax Agent.....	W. S. Blake.....	Detroit, Mich.



# MICHIGAN RAILROAD COMMISSION.

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## PORT HURON SOUTHERN RAILROAD COMPANY.

Organised January 25, 1900, Chapter 164 of the Compiled Laws of Michigan, 1897.

### DIRECTORS.

Name.	Postoffice address.	Expiration of term.
Robt. K. Warren.....	Chicago, Ill., 717 Railway Exchange Bldg.....	March 23, 1916.
F. C. Eckman.....	Joliet, Illinois.....	March 23, 1915.
E. H. Stearns.....	Chicago, Illinois.....	March 23, 1917.
Duncan Campbell.....	Milwaukee, Wis., 660 Park St.....	March 23, 1915.
Otto Huette.....	Detroit, Michigan, foot of 2nd St.....	March 23, 1916.

### OFFICERS.

Title.	Name.	Official address.
President.....	Robt. K. Warren.....	Chicago, Ill.
First Vice-President.....	Otto Huette.....	Detroit, Michigan.
Secretary.....	E. H. Stearns.....	Chicago, Illinois.
Treasurer.....	R. K. Warren.....	Chicago, Illinois.
General Superintendent.....	C. D. Stewart.....	Port Huron, Mich.
Auditor.....	L. M. Stewart.....	Port Huron, Mich.

## QUINCY & TORCH LAKE RAILROAD.

Organised June, 1888, under the Laws of the State of Michigan.

Road operated by Quincy Mining Co.

### DIRECTORS.

Name.	Postoffice address.	Expiration of term.
William R. Todd.....	New York, N. Y.....	June, 1915.
Chas. L. Lawton.....	Hancock, Michigan.....	
F. J. McLain.....	Hancock, Michigan.....	
C. D. Hanchette.....	Hancock, Michigan.....	
S. L. Lawton.....	Hancock, Michigan.....	
Geo. S. North.....	Hancock, Michigan.....	
Chas. Kendall.....	Hancock, Michigan.....	

### OFFICERS.

Title.	Name.	Official address.
President.....	Wm. R. Todd.....	32 Broadway, New York.
First Vice-President.....	Chas. L. Lawton.....	Hancock, Michigan.
Secretary and Treasurer.....	F. J. McLain.....	Hancock, Michigan.
Auditor.....	F. J. McLain.....	Hancock, Michigan.
General Manager.....	Chas. L. Lawton.....	Hancock, Michigan.

## ANNUAL REPORT.

## SAINTE MARIE UNION DEPOT COMPANY.

Organised March 12, 1900, under the Laws of the State of Michigan.

Controlled by the Duluth, South Shore &amp; Atlantic Railway Company and the Minneapolis, St. Paul &amp; Sault Ste. Marie Railway Company by ownership of stock.

## DIRECTORS.

Name.	Postoffice address.	Expiration of term.
W. W. Walker.....	Duluth, Minn.....	September 16, 1914.
A. E. Delf.....	Marquette, Michigan.....	
E. Pennington.....	Minneapolis, Minn.....	
E. W. Allen.....	Marquette, Michigan.....	
C. W. Gardner.....	Minneapolis, Minn.....	

## OFFICERS.

Title.	Name.	Official address.
President.....	W. W. Walker.....	Duluth, Minn.
First Vice-President.....	E. Pennington.....	Minneapolis, Minn.
Secretary.....	A. E. Miller.....	Marquette, Michigan.
Treasurer.....	E. W. Allen.....	Marquette, Michigan.
Auditor.....	A. E. Delf.....	Marquette, Michigan.

## SAULT STE. MARIE BRIDGE COMPANY.

Organised March 17, 1887, by consolidation of companies organized under the Laws of the State of Michigan and Dominion of Canada.

Road operated by Duluth, South Shore &amp; Atlantic Ry. Co. and Canadian Pacific Railway Co.

## DIRECTORS.

Name.	Postoffice address.	Expiration of term.
Sir Thomas G. Shaughnessy.....	Montreal, Canada.....	First Wednesday in June, 1915, or until their successors shall be elected and qualified.
Edmund Pennington.....	Minneapolis, Minn.....	
Geo. H. Church.....	New York, N. Y.....	
James O. Bloss.....	New York, N. Y.....	
R. Y. Hebden.....	New York, N. Y.....	
W. F. Stevenson.....	New York, N. Y.....	
William F. Fitch.....	Marquette, Mich.....	

## OFFICERS.

Title.	Name.	Official address.
President.....	Sir Thos. G. Shaughnessy.....	Montreal, Canada. .
Vice-President.....	James O. Bloss.....	New York, N. Y.
Secretary and Treasurer.....	Geo. H. Church.....	55 Wall St., New York, N. Y.
General Superintendent.....	Garret Gilbert.....	Sault Ste. Marie, Mich.

# MICHIGAN RAILROAD COMMISSION.

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## TRAVERSE CITY, LEELANAU & MANISTIQUE RAILWAY COMPANY.

Organized September 14, 1908, under the Laws of the State of Michigan.

### DIRECTORS.

Name.	Postoffice address.	Expiration of term.
Henry Russell.....	Detroit, Michigan, care M. C. R. R.....	September 14, 1909, or when successors are elected.
Chas. L. Palms.....	Detroit, Michigan, Campau Bldg.....	
Henry Ledyard.....	Detroit, Michigan.....	
John H. P. Hughart.....	Grand Rapids, Michigan.....	
John N. Stalker.....	Detroit, Mich., Union Trust Bldg.....	

### OFFICERS.

Title.	Name.	Official address.
President.....	Henry Russell.....	Detroit, Michigan.
Vice-President.....	John H. P. Hughart.....	Grand Rapids, Michigan.
General Agent.....	H. C. Stuart.....	Traverse City, Michigan.
Treasurer.....	Henry Ledyard.....	Detroit, Michigan.
Secretary.....	John N. Stalker.....	Detroit, Mich., care Union Trust Co.

## THE WABASH RAILROAD COMPANY.

Edward B. Pryor, Receiver.

Organized August 1, 1889, under the Laws of the States of Michigan, Ohio, Indiana, Illinois and Missouri.

### DIRECTORS.

Name.	Postoffice address.	Expiration of term.
Geo. J. Gould.....	New York City.....	Second Tuesday in October, 1914.
Edward T. Jeffery.....	New York City.....	
A. W. Krech.....	New York City.....	
Winslow S. Pierce.....	New York City.....	
Frederic A. Delano.....	Chicago, Illinois.....	
Robert Goelet.....	New York City.....	
J. Horace Harding.....	Toledo, Ohio.....	
Henry E. Cooper.....	New York City.....	
Thos. H. Hubbard.....	New York City.....	
E. B. Pryor.....	St. Louis, Mo.....	
J. J. Slocum.....	New York City.....	
H. Rogers Winthrop.....	New York City.....	
Robert M. Galloway.....	New York City.....	

### OFFICERS.

Title.	Name.	Official address.
Receiver, appointed December 26, 1911.....	Edw. B. Pryor.....	St. Louis, Mo.
Chairman of the Board.....	Winslow S. Pierce.....	New York, N. Y.
President.....	Edgar T. Wells.....	New York, N. Y.
First Vice-President.....	E. B. Pryor.....	St. Louis, Mo.
Second Vice-President.....		
Secretary.....	J. C. Otteson.....	New York, N. Y.
Treasurer.....	F. L. O'Leary.....	St. Louis, Mo.
General Solicitor.....	J. L. Minnis.....	St. Louis, Mo.
Vice-President and General Counsel.....	Wells H. Blodgett.....	St. Louis, Mo.
Auditor.....	T. J. Tobin.....	St. Louis, Mo.
Vice-President and General Manager.....	Henry Miller.....	St. Louis, Mo.
Chief Engineer.....	A. O. Cunningham.....	St. Louis, Mo.
General Superintendent.....	S. E. Cotter.....	St. Louis, Mo.
Traffic Manager.....	W. C. Maxwell.....	St. Louis, Mo.
General Freight Agent.....	C. H. Stinson.....	St. Louis, Mo.
General Passenger Agent.....	J. D. McNamara.....	St. Louis, Mo.

## ANNUAL REPORT.

## WISCONSIN &amp; MICHIGAN RAILWAY COMPANY.

S. N. Harrison, Receiver.

Organised October 26, 1893, under the Laws of the State of Wisconsin.

## DIRECTORS.

Name.	Postoffice address.	Expiration of term.
*J. N. Faithorn.....	Chicago, Illinois.....	When successors are elected.
L. E. Harding.....	Chicago, Illinois.....	
E. Marsch.....	Chicago, Illinois.....	
N. Marsch.....	Chicago, Illinois.....	
J. Marsch.....	Chicago, Illinois.....	

## OFFICERS.

Title.	Name.	Official address.
Receiver.....	S. N. Harrison.....	Peshtigo, Wis.
First Vice-President.....	Emil Marsch.....	Chicago, Illinois.
Secretary.....	John Marsch.....	Chicago, Illinois.
Treasurer.....	C. A. Olin.....	Chicago, Illinois.
Auditor.....	M. F. Schults.....	Peshtigo, Wis.
General Freight Agent.....	H. N. Breckheimer.....	Menominee, Michigan.
General Passenger Agent.....	H. N. Breckheimer.....	Menominee, Michigan.
Superintendent.....	W. H. Wright.....	Peshtigo, Wis.

\*Deceased March 28, 1914. Vacancy not filled to October 17, 1914.

## WYANDOTTE SOUTHERN RAILROAD COMPANY.

Organised October 8, 1901, under the Laws of the State of Michigan.

## DIRECTORS.

Name.	Postoffice address.	Expiration of term.
Theodore Armstrong.....	Philadelphia, Pa.....	August 19, 1914.
Austin M. Purvis.....	Philadelphia, Pa.....	
Arthur E. Rice.....	Philadelphia, Pa.....	
J. Tatnall Lea.....	Philadelphia, Pa.....	
John C. Donnelly.....	Detroit, Michigan.....	
L. D. Vorce.....	Detroit, Michigan.....	
T. E. Challenger.....	Wyandotte, Michigan.....	
I. G. Conklin.....	Detroit, Michigan.....	
Carl B. Getts.....	Wyandotte, Michigan.....	

## OFFICERS.

Title.	Name.	Official address.
President.....	Theodore Armstrong.....	Philadelphia, Pa.
Secretary.....	John C. Donnelly.....	Detroit, Michigan.
Treasurer.....	Arthur E. Rice.....	Philadelphia, Pa.
Attorney or General Counsel.....	John C. Donnelly.....	Detroit, Michigan.
General Superintendent.....	L. D. Vorce.....	Wyandotte, Michigan.
Traffic Manager.....	T. E. Challenger.....	Wyandotte, Michigan.

# MICHIGAN RAILROAD COMMISSION.

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## WYANDOTTE TERMINAL RAILROAD COMPANY.

Organized September 14, 1904, under Laws of the State of Michigan.

Controlled by Michigan Alkali Co., through stock ownership.

### DIRECTORS.

Name.	Postoffice address.	Expiration of term.
John B. Ford.....	Detroit, Michigan.....	Last Tuesday in January, 1915.
E. L. Ford.....	Detroit, Michigan.....	
M. R. Bacon.....	Wyandotte, Michigan.....	
R. T. Gray.....	Detroit, Michigan.....	
W. T. Orr.....	Wyandotte, Michigan.....	

### OFFICERS.

Title.	Name.	Official address.
President.....	John B. Ford.....	Detroit, Michigan.
First Vice-President.....	R. T. Gray.....	Detroit, Michigan.
Secretary.....	E. L. Ford.....	Detroit, Michigan.
Treasurer.....	E. L. Ford.....	Detroit, Michigan.
Attorney or General Counsel.....	R. T. Gray.....	Detroit, Michigan.
Auditor.....	John M. Griffith.....	Wyandotte, Michigan.
Assistant Auditor.....	Jos. J. Griffith.....	Wyandotte, Michigan.
General Manager.....	John B. Ford.....	Detroit, Michigan.
Chief Engineer.....	Geo. B. Palmer.....	Wyandotte, Michigan.
General Superintendent.....	W. T. Orr.....	Detroit, Michigan.
Traffic Manager.....	E. L. Ford.....	Detroit, Michigan.



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DIRECTORS AND OFFICERS OF ELECTRIC RAIL-  
WAY COMPANIES DOING BUSINESS IN MICHIGAN  
FOR THE YEAR ENDING JUNE 30, 1914.

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# BENTON HARBOR-ST. JOE RAILWAY & LIGHT COMPANY.

Organized January 27, 1906, under the Laws of the State of Michigan.

## DIRECTORS.

Name.	Postoffice address.	Expiration of term.
C. K. Minary.....	Benton Harbor, Mich.....	September 14, 1914.
H. C. Mason.....	Benton Harbor, Mich.....	
L. W. Botts.....	Louisville, Ky.....	
Henning Chambers.....	Louisville, Ky.....	
J. D. Stewart.....	Louisville, Ky.....	
Samuel Culbertson.....	Louisville, Ky.....	
H. S. Gray.....	Benton Harbor, Mich.....	

## OFFICERS.

Title.	Name.	Official address.
Chairman of Board.....	C. K. Minary.....	Benton Harbor, Mich.
President.....	C. K. Minary.....	Benton Harbor, Mich.
First Vice-President.....	Henning Chambers.....	Louisville, Ky.
Secretary.....	L. W. Botts.....	Louisville, Ky.
Treasurer.....	C. K. Minary.....	Benton Harbor, Mich.
Attorney.....	H. S. Gray.....	Benton Harbor, Mich.
Auditor.....	Oren A. Small.....	Benton Harbor, Mich.
General Manager.....	H. C. Mason.....	Benton Harbor, Mich.
Chief Engineer.....	Geo. J. Spaulding.....	Benton Harbor, Mich.
Traffic Manager.....	W. E. Welcher.....	Benton Harbor, Mich.
General Freight Agent.....	J. H. Pound.....	Benton Harbor, Mich.
General Passenger Agent.....	J. H. Pound.....	Benton Harbor, Mich.
General Ticket Agent.....	C. F. Stanley.....	Benton Harbor, Mich.

# DETROIT, JACKSON & CHICAGO RAILWAY.

Organized January 14, 1907, under the Laws of the State of Michigan.

Controlled by Detroit United Railway, through stock ownership.

## DIRECTORS.

Name.	Postoffice address.	Expiration of term.
F. W. Brooks.....	Detroit, Mich.....	February 2, 1915.
Joseph Bampton.....	Detroit, Mich.....	
A. F. Edwards.....	Detroit, Mich.....	
Irwin Fullerton.....	Detroit, Mich.....	
A. E. Peters.....	Detroit, Mich.....	

## OFFICERS.

Title.	Name.	Official address.
President.....	F. W. Brooks.....	Detroit, Michigan.
First Vice-President.....	Irwin Fullerton.....	Detroit, Michigan.
Secretary.....	A. E. Peters.....	Detroit, Michigan.
Treasurer.....	A. F. Edwards.....	Detroit, Michigan.
Auditor.....	Irwin Fullerton.....	Detroit, Michigan.
Assistant Auditor.....	Jos. Bampton.....	Detroit, Michigan.
General Manager.....	F. W. Brooks.....	Detroit, Michigan.

## ANNUAL REPORT.

## DETROIT, MONROE &amp; TOLEDO SHORT LINE RAILWAY.

Organized December 9, 1902, under the Laws of the State of Michigan.

Controlled by Detroit United Railway through stock ownership.

## DIRECTORS.

Name.	Postoffice address.	Expiration of term.
J. C. Hutchins.....	Detroit, Mich.....	September 16, 1914.
F. W. Brooks.....	Detroit, Mich.....	
Geo. H. Russel.....	Detroit, Mich.....	
A. E. Peters.....	Detroit, Mich.....	
Irwin Fullerton.....	Detroit, Mich.....	
Joseph Bampton.....	Detroit, Mich.....	
Thomas M. Patterson.....	Detroit, Mich.....	
Allen F. Edwards.....	Detroit, Mich.....	
E. W. Moore.....	Cleveland, Ohio.....	

## OFFICERS.

Title.	Name.	Official address.
President.....	J. C. Hutchins.....	Detroit, Mich.
First Vice-President.....	F. W. Brooks.....	Detroit, Mich.
Secretary.....	A. E. Peters.....	Detroit, Mich.
Treasurer.....	Geo. H. Russel.....	Detroit, Mich.

## RAPID RAILWAY SYSTEM.

Organized May 17, 1899, under the Laws of the State of New Jersey.

Controlled by Detroit United Railway, through stock ownership.

## DIRECTORS.

Name.	Postoffice address.	Expiration of term.
J. C. Hutchins.....	Detroit, Mich.....	November 23, 1914.
Geo. H. Russel.....	Detroit, Mich.....	
A. E. Peters.....	Detroit, Mich.....	
F. W. Brooks.....	Detroit, Mich.....	
Jos. Bampton.....	Detroit, Mich.....	
Irwin Fullerton.....	Detroit, Mich.....	
Thos. M. Patterson.....	Detroit, Mich.....	
H. H. Picking.....	East Orange, N. J.....	

## OFFICERS.

Title.	Name.	Official address.
President.....	J. C. Hutchins.....	Detroit, Mich.
First Vice-President.....	F. W. Brooks.....	Detroit, Mich.
Secretary.....	A. E. Peters.....	Detroit, Mich.
Treasurer.....	Geo. H. Russel.....	Detroit, Mich.
Auditor.....	Irwin Fullerton.....	Detroit, Mich.
Assistant Auditor.....	Jos. Bampton.....	Detroit, Mich.
General Manager.....	F. W. Brooks.....	Detroit, Mich.
General Superintendent.....	Harry Bullen.....	Detroit, Mich.
General Freight Agent.....	Geo. W. Parker.....	Detroit, Mich.
General Passenger Agent.....	John F. Keys.....	Detroit, Mich.
Land Commissioner.....	Robt. Oakman.....	Detroit, Mich.

# MICHIGAN RAILROAD COMMISSION.

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## DETROIT UNITED RAILWAY.

Organized December 28, 1900, under chapter 35, Public Acts of 1867, State of Michigan.

### DIRECTORS.

Name.	Postoffice address.	Expiration of term.
F. W. Brooks.....	Detroit, Mich.....	February 2, 1915.
J. C. Donnelly.....	Detroit, Mich.....	
A. J. Ferguson.....	Montreal, Canada.....	
J. C. Hutchins.....	Detroit, Mich.....	
E. W. Moore.....	Cleveland, Ohio.....	
Arthur Pack.....	Pontiac, Mich.....	
A. E. Peters.....	Detroit, Mich.....	
Alonzo Potter.....	New York City.....	
Geo. H. Russel.....	Detroit, Mich.....	
C. M. Swift.....	Detroit, Mich.....	
J. M. Wilson.....	Montreal, Canada.....	

### OFFICERS.

Title.	Name.	Official address.
President.....	J. C. Hutchins.....	Detroit, Mich.
Vice-President.....	E. W. Moore.....	Cleveland, Ohio.
Vice-President.....	Arthur Pack.....	Pontiac, Mich.
Vice-President.....	A. J. Ferguson.....	Montreal, Que.
Vice-President in charge of purchases.....	A. F. Edwards.....	Detroit, Mich.
Secretary.....	A. E. Peters.....	Detroit, Mich.
Treasurer.....	Geo. H. Russel.....	Detroit, Mich.
General Solicitor.....	Brennan, Donnelly, Lyster & Munro.....	Detroit, Mich.
Auditor.....	Irwin Fullerton.....	Detroit, Mich.
Assistant Auditor.....	Jos. Bampton.....	Detroit, Mich.
General Manager.....	F. W. Brooks.....	Detroit, Mich.
General Superintendent.....	Harry Bullen.....	Detroit, Mich.
Superintendent of Power.....	E. J. Burdick.....	Detroit, Mich.
General Freight Agent.....	Geo. W. Parker.....	Detroit, Mich.
General Passenger Agent.....	J. F. Keys.....	Detroit, Mich.
Land Commissioner.....	Robert Oakman.....	Detroit, Mich.

## ANNUAL REPORT.

## ESCANABA TRACTION COMPANY.

Organized August 3, 1909, under chapter 168, Compiled Laws of Michigan, 1897.

## DIRECTORS.

Name.	Postoffice address.	Expiration of term.
J. K. Stack.....	Escanaba, Mich.....	January 10, 1915.
J. C. Kirkpatrick.....	Escanaba, Mich.....	
P. L. Utley.....	Escanaba, Mich.....	
M. N. Smith.....	Escanaba, Mich.....	
J. J. Cleary.....	Escanaba, Mich.....	
J. B. Moran.....	Escanaba, Mich.....	
J. M. Malloy.....	Watertown, Wis.....	

## OFFICERS.

Title.	Name.	Official address.
President.....	J. K. Stack.....	Escanaba, Mich.
Vice-President.....	J. C. Kirkpatrick.....	Escanaba, Mich.
Secretary.....	P. L. Utley.....	Escanaba, Mich.
Treasurer.....	M. N. Smith.....	Escanaba, Mich.
Attorney.....	I. C. Jennings.....	Escanaba, Mich.
Auditor.....	H. W. Reade.....	Escanaba, Mich.
General Manager.....	P. L. Utley.....	Escanaba, Mich.
General Superintendent.....	E. F. Zeuhlike.....	Escanaba, Mich.

## GRAND RAPIDS, GRAND HAVEN &amp; MUSKEGON RAILWAY COMPANY.

Organized March 7, 1899, under the Laws of the State of Michigan.

## DIRECTORS.

Name.	Postoffice address.	Expiration of term.
George B. Caldwell.....	New York.....	
Richard Schaddelee.....	Grand Rapids, Mich.....	
Benj. C. Robinson.....	Grand Rapids, Mich.....	
Frank T. Hulswit.....	Grand Rapids, Mich.....	
Thos. F. Carroll.....	Grand Rapids, Mich.....	
W. K. Morley.....	Grand Rapids, Mich.....	
S. L. Vaughan.....	Grand Rapids, Mich.....	

## OFFICERS.

Title.	Name.	Official address.
President.....	Richard Schaddelee.....	Grand Rapids, Mich.
Vice-President.....	Frank T. Hulswit.....	Grand Rapids, Mich.
Secretary.....	L. H. Heinke.....	Grand Rapids, Mich.
Treasurer.....	Benj. C. Robinson.....	Grand Rapids, Mich.
Attorney.....	Carroll, Kerwin & Holloway.....	Grand Rapids, Mich.
Auditor.....	Rosanna Boyland.....	Grand Rapids, Mich.
General Manager.....	W. K. Morley.....	Grand Rapids, Mich.
General Superintendent.....	L. R. McNaughton.....	Grand Rapids, Mich.
Traffic Manager.....	S. L. Vaughan.....	Grand Rapids, Mich.

# MICHIGAN RAILROAD COMMISSION.

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## GRAND RAPIDS, HOLLAND & CHICAGO RAILWAY.

Organized July 19, 1904, under chapter 168, Compiled Laws of Michigan.

Controlled by Commonwealth Power, Railway & Light Co., by ownership of stocks.

### DIRECTORS.

Name.	Postoffice address.	Expiration of term.
Benj. S. Hanchett.....	Grand Rapids, Mich.....	January 27, 1915.
W. H. Beach.....	Holland, Mich.....	
Gerrit J. Diekema.....	Holland, Mich.....	
Paul H. King.....	Detroit, Mich.....	
Chas. A. Floyd.....	Grand Rapids, Mich.....	
L. J. De Lamarter.....	Grand Rapids, Mich.....	
Kirk F. Wickes.....	Grand Rapids, Mich.....	

### OFFICERS.

Title.	Name.	Official address.
President.....	Benj. S. Hanchett.....	Grand Rapids, Mich.
First Vice-President.....	W. H. Beach.....	Holland, Mich.
Secretary.....	Chas. A. Floyd.....	Grand Rapids, Mich.
Treasurer.....	Benj. S. Hanchett.....	Grand Rapids, Mich.
Attorney.....	Diekema, Kollen & Ten Cate.....	Holland, Mich.
Auditor.....	Geo. E. Dennis.....	Grand Rapids, Mich.
General Manager.....	Chas. A. Floyd.....	Grand Rapids, Mich.
General Ticket Agent.....	Chas. A. Floyd.....	Grand Rapids, Mich.
General Passenger Agent.....	Chas. A. Floyd.....	Grand Rapids, Mich.

## GOGEBIC & IRON COUNTIES RAILWAY & LIGHT COMPANY.

Organized October 6, 1910, under Laws of the State of Michigan.

### DIRECTORS.

Name.	Postoffice address.	Expiration of term.
C. S. Walker.....	Boston, Mass.....	Until successor is appointed.
W. L. Williams.....	Boston, Mass.....	
C. A. Alderman.....	Buffalo, N. Y.....	
J. H. Kivien, Jr.....	Bessemer, Mich.....	
M. M. Reid.....	Ironwood, Mich.....	

### OFFICERS.

Title.	Name.	Official address.
President.....	M. M. Reid.....	Ironwood, Mich.
Secretary.....	J. H. Kivien, Jr.....	Bessemer, Mich.
Treasurer.....	W. L. Williams.....	Boston, Mass.
General Counsel.....	C. M. Humphrey.....	Ironwood, Mich.
Auditor.....	E. J. Shaylor.....	Ashland, Wis.
General Manager.....	A. E. Appleyard.....	Ashland, Wis.
Chief Engineer.....	Bryan Reid.....	Ashland, Wis.
General Superintendent.....	F. L. Blackhurst.....	Ironwood, Mich.

## ANNUAL REPORT.

## HOUGHTON COUNTY TRACTION COMPANY.

Organized July 29, 1908, under Compiled Laws of 1897, Chapter 168, State of Michigan, and amendments thereto.

## DIRECTORS.

Name.	Postoffice address.	Expiration of term.
Frederick J. Bawden.....	Houghton, Michigan.....	Next annual stockholders meeting, August 4, 1914, and until their successors shall be elected and shall qualify.
Henry G. Bradlee.....	Boston, Mass.....	
Thomas N. Perkins.....	Boston, Mass.....	
Frederick S. Pratt.....	Boston, Mass.....	
Russell Robb.....	Boston, Mass.....	
Frederick P. Royce.....	Boston, Mass.....	
Charles A. Stone.....	Boston, Mass.....	
Nathaniel H. Stone.....	Boston, Mass.....	
Edwin S. Webster.....	Boston, Mass.....	

## OFFICERS.

Title.	Name.	Official address.
President.....	Frederick P. Royce.....	147 Milk St., Boston, Mass.
Vice-President.....	Frederick J. Bawden.....	Houghton, Michigan.
Vice-President.....	Guy L. Weymouth.....	Boston, Mass.
Secretary.....	Alvah K. Todd.....	147 Milk St., Boston, Mass.
Treasurer.....	Henry B. Sawyer.....	Boston, Mass.
General Solicitor.....	Allen F. Rees.....	Houghton, Michigan.
General Counsel.....	Gaston, Snow & Saltonstall.....	Boston, Mass.
Assistant Treasurer.....	J. T. G. Nichols.....	Boston, Mass.
Assistant Treasurer.....	J. Coolidge Coffin.....	Boston, Mass.
Assistant Treasurer.....	W. E. Shaw, Jr.....	Houghton, Michigan.
Assistant Treasurer.....	Fred H. Farnham.....	Boston, Mass.
Assistant Treasurer.....	Arthur M. Jones.....	Boston, Mass.
General Managers.....	Stone & Webster, Mgr. Asso.....	147 Milk St., Boston, Mass.
Local Manager.....	Gardner Rogers.....	Houghton, Michigan.
Chief Engineer.....	John M. Nelson.....	Houghton, Michigan.
General Superintendent.....	John Ralph, Jr.....	Houghton, Michigan.

## LAKWOOD STREET RAILWAY.

Organized June 27, 1913, under the Laws of the State of Michigan.

## DIRECTORS.

Name.	Postoffice address.	Expiration of term.
B. C. Mayo.....	337 W. Madison St., Chicago, Ill.....	May, 1915.
G. G. Mayo.....	337 W. Madison St., Chicago, Ill.....	May, 1915.
David E. Town.....	12 So. Market St., Chicago, Ill.....	May, 1915.
James Edgar Brown.....	155 N. Clark St., Chicago, Ill.....	May, 1915.
Samuel S. Parks.....	501 Ashland Block, Chicago, Ill.....	May, 1915.

## OFFICERS.

Title	Name.	Official address.
President.....	Samuel Shaw Parks.....	337 W. Madison St., Chicago, Ill.
Vice-President.....	B. C. Mayo.....	
Secretary and Treasurer.....	G. G. Mayo.....	
General Counsel.....	Samuel Shaw Parks.....	
Traffic Manager.....	G. G. Mayo.....	

# MICHIGAN RAILROAD COMMISSION.

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## MANISTEE RAILWAY COMPANY.

Organized October 27, 1912, under Chap. 168, C. L. of 1897, of the State of Michigan, and amendments thereto.

Controlled by Michigan Railways Company, through ownership of stock.

### DIRECTORS.

Name.	Postoffice address.	Expiration of term.
W. H. Barthold.....	New York, N. Y.....	
C. J. Holmes.....	Jackson, Michigan.....	
C. W. Tippy.....	Jackson, Michigan.....	

### OFFICERS.

Title.	Name.	Official address.
President.....	C. J. Holmes.....	Jackson, Michigan.
Vice-President.....	W. H. Bartholdt.....	New York, N. Y.
Secretary.....	G. B. Dobbin.....	Jackson, Michigan.
Treasurer.....	J. W. Glendenning.....	Jackson, Michigan.
Attorney.....		
General Manager.....	C. S. Kressler.....	Manistee, Michigan.
General Superintendent.....		

## MICHIGAN RAILWAY COMPANY.

Organized July 22, 1909, under Act 198 of 1873, as amended by Act 266 of 1899, of the Laws of the State of Michigan.

Controlled by Commonwealth Power, Railway & Light Company and Michigan Railway Engineering Company, jointly, by ownership of stock.

### DIRECTORS.

Name.	Postoffice address.	Expiration of term.
B. C. Cobb.....	New York, N. Y.....	
J. C. Weadock.....	New York, N. Y.....	
Geo. Sprague, Jr.....	New York, N. Y.....	
J. F. Collins.....	Jackson, Mich.....	
W. A. Foote.....	Jackson, Mich.....	
N. S. Potter.....	Jackson, Mich.....	
Benl. F. Davis.....	Lansing, Mich.....	
G. W. Mechem.....	Battle Creek, Mich.....	
H. H. Crowell.....	Grand Rapids, Mich.....	

### OFFICERS.

Title.	Name.	Official address.
President.....	H. H. Crowell.....	Grand Rapids, Mich.
Vice-President.....	B. C. Cobb.....	New York, N. Y.
Vice-President.....	G. W. Mechem.....	Battle Creek, Mich.
Vice-President.....	W. A. Foote.....	Jackson, Mich.
Vice-President.....	Geo. Sprague, Jr.....	New York, N. Y.
Secretary.....	G. B. Dobbin.....	Jackson, Mich.
Treasurer.....	J. W. Glendenning.....	Jackson, Mich.
Auditor.....	A. J. Bray.....	Jackson, Mich.
General Manager.....	J. F. Collins.....	Jackson, Mich.
General Manager, Flint-Bay City Division.....	A. D. Furlong.....	Saginaw, Mich.
Superintendent Flint-Bay City Division.....	Chas. Arnold.....	Saginaw, Mich.
Traffic Manager.....	G. B. Hunt.....	Jackson, Mich.
General Freight Agent.....	G. B. Hunt.....	Jackson, Mich.
General Passenger Agent.....	G. B. Hunt.....	Jackson, Mich.
General Ticket Agent.....	G. B. Hunt.....	Jackson, Mich.

## ANNUAL REPORT.

## MICHIGAN UNITED TRACTION COMPANY.

Organized December 27, 1911, under Chap. 168 C. L. 1897, of the State of Michigan.

Controlled by Michigan Railways Co., through ownership of stock.

## DIRECTORS.

Name.	Postoffice address.	Expiration of term.
B. C. Cobb.....	New York, N. Y. ....	Until successors are elected.
C. M. Clark.....	Philadelphia, Pa. ....	
George E. Hardy.....	New York, N. Y. ....	
John C. Weadock.....	New York, N. Y. ....	
Frank Silliman, Jr.....	Philadelphia, Pa. ....	
W. A. Foote.....	Jackson, Michigan.....	
John F. Collins.....	Jackson, Michigan.....	
N. S. Potter.....	Jackson, Michigan.....	
George G. Moore.....	Detroit, Michigan.....	
T. W. Atwood.....	Caro, Michigan.....	
B. F. Davis.....	Lansing, Michigan.....	

## OFFICERS.

Title.	Name.	Official address.
Chairman of Board.....	B. C. Cobb.....	14 Wall St., New York, N. Y.
President.....	B. C. Cobb.....	New York, N. Y.
Vice President.....	Frank Silliman, Jr.....	321 Chestnut St., Philadelphia, Pa.
Vice-President.....	John F. Collins.....	Jackson, Michigan.
Secretary.....	G. B. Dobbin.....	Jackson, Michigan.
Treasurer.....	John W. Glendenning.....	Jackson, Michigan.
Attorney.....	Sanford W. Ladd.....	Detroit, Michigan.
Auditor.....	A. J. Bray.....	Jackson, Michigan.
General Manager.....	John F. Collins.....	Jackson, Michigan.
Chief Engineer.....	H. D. Sanderson.....	Jackson, Michigan.
General Superintendent.....	C. E. Morgan.....	Jackson, Michigan.
General Freight Agent.....	F. W. Brown.....	Jackson, Michigan.
General Ticket Agent.....	F. W. Brown.....	Jackson, Michigan.
General Passenger Agent.....	F. W. Brown.....	Jackson, Michigan.



# MICHIGAN RAILROAD COMMISSION.

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## MICHIGAN UNITED RAILWAYS COMPANY.

Organised March 31, 1906, Chapter 168, Compiled Laws 1897, Michigan.

Road operated by Michigan United Traction Co.

### DIRECTORS.

Name.	Postoffice address.	Expiration of term.
Myron W. Mills.....	Marysville, Michigan.....	March 2, 1914.
George G. Moore.....	Detroit, Michigan.....	
T. W. Atwood.....	Caro, Michigan.....	
A. D. Bennett.....	Port Huron, Michigan.....	
B. F. Davis.....	Lansing, Michigan.....	
R. Morrison, Jr.....	Detroit, Michigan.....	
Kirke Lathrop.....	Detroit, Michigan.....	

### OFFICERS.

Title.	Name.	Official address.
Chairman of Board.....	George G. Moore.....	Detroit, Michigan.
President.....	Myron W. Mills.....	Marysville, Michigan.
Vice-President.....	T. W. Atwood.....	Caro, Michigan.
Secretary.....	Kirke Lathrop.....	11 Campau Bldg., Detroit, Michigan.
Treasurer.....	R. Morrison, Jr.....	Detroit, Michigan.
Attorney.....	Sanford W. Ladd.....	Detroit, Michigan.
Assistant Secretary.....	R. Morrison, Jr.....	Detroit, Michigan.

## MUSKEGON LIGHTING & TRACTION COMPANY.

Organised February 19, 1901, under the Laws of the State of Michigan.

Controlled by American Light & Traction Company by purchase of stock.

### DIRECTORS.

Name.	Postoffice address.	Expiration of term.
John T. Young.....	Grand Rapids, Michigan.....	February, 1915.
Henry E. Morton.....	Muskegon, Michigan.....	
Louis Kanits.....	Muskegon, Michigan.....	
Wm. J. Brinnen.....	Muskegon, Michigan.....	
Frank Hubbard Smith.....	Muskegon, Michigan.....	
John Vanderwerp.....	Muskegon, Michigan.....	
Alanson P. Lathrop.....	New York, N. Y.....	
H. O. Abell.....	New York, N. Y.....	
Emerson McMillen.....	New York, N. Y., 40 Wall St.....	

### OFFICERS.

Title.	Name.	Official address.
President.....	John Vanderwerp.....	Muskegon, Michigan.
Vice-President.....	John T. Youngs.....	Grand Rapids, Michigan.
Secretary.....	H. P. Lewis.....	Muskegon, Michigan.
Treasurer.....	H. P. Lewis.....	Muskegon, Michigan.
General Solicitor.....	Cross, Vanderwerp, Foote & Ross.....	Muskegon, Michigan.
Attorney or General Counsel.....	Cross, Vanderwerp, Foote & Ross.....	Muskegon, Michigan.
Auditor.....	James Lawrence.....	New York, N. Y., 40 Wall St.
General Manager.....	.....	.....
Chief Engineer.....	.....	.....
General Superintendent.....	Walter L. Eyke.....	Muskegon, Michigan.
Traffic Manager.....	P. M. Pett.....	Muskegon, Michigan.

## ANNUAL REPORT.

## SAGINAW-BAY CITY RAILWAY COMPANY.

Organized December 1, 1903, under the Laws of Michigan.

Controlled by the Commonwealth Power Railway &amp; Light Company by purchase of majority of stock.

## DIRECTORS.

Name.	Postoffice address.	Expiration of term.
A. D. Furlong .....	Saginaw, Michigan .....	
B. C. Cobb .....	New York, N. Y. ....	
J. E. Davidson .....	Bay City, Michigan .....	
J. E. Duffy .....	Bay City, Michigan .....	
F. J. Fox .....	Saginaw, Michigan .....	
J. A. Cleveland .....	New York City .....	
W. F. Jennison .....	Bay City, Michigan .....	
H. T. Wickes .....	Saginaw, Michigan .....	
J. L. Jackson .....	Saginaw, Michigan .....	

## OFFICERS.

Title.	Name.	Official address.
President .....	B. C. Cobb .....	New York City.
First Vice-President .....	H. T. Wickes .....	Saginaw, Michigan.
Second Vice-President .....	J. F. Davidson .....	Bay City, Michigan.
Third Vice-President .....	J. A. Cleveland .....	New York City.
Secretary .....	G. B. Dobbin .....	Jackson, Michigan.
Treasurer .....	J. W. Glendenning .....	Jackson, Michigan.
Attorney .....	Weadock & Duffy .....	Bay City, Michigan.
Auditor .....	A. J. Bray .....	Jackson, Michigan.
General Manager .....	A. D. Furlong .....	Saginaw, Michigan.
Manager .....	S. Ball .....	Bay City, Michigan.

## SOUTHERN MICHIGAN RAILWAY CO.

Organized February 8, 1906, under the Laws of Indiana and Michigan.

## DIRECTORS.

Name.	Postoffice address.	Expiration of term.
C. F. Dietrich .....	New York, N. Y. ....	February 7, 1915.
A. E. Dietrich .....	New York, N. Y. ....	
Chas. M. Murdock .....	Lafayette, Ind. ....	
S. T. Murdock .....	Lafayette, Ind. ....	
C. D. Emmons .....	South Bend, Ind. ....	

## OFFICERS.

Title.	Name.	Official address.
President .....	Chas. F. Dietrich .....	No. 2 Rector St., New York, N. Y.
Vice-President .....	Chas. M. Murdock .....	Lafayette, Ind.
Secretary .....	S. T. Murdock .....	Lafayette, Ind.
Treasurer .....	A. E. Dietrich .....	New York, N. Y., 2 Rector St.
Attorney or General Counsel .....	Harry R. Wair .....	South Bend, Ind.
Auditor .....	C. A. Smith .....	South Bend, Ind.
General Manager .....	C. D. Emmons .....	South Bend, Ind.
Chief Engineer .....	F. I. Hardy .....	South Bend, Ind.
Superintendent Transportation .....	C. J. Pearson .....	South Bend, Ind.
General Freight Agent .....	C. J. Pearson .....	South Bend, Ind.
General Passenger Agent .....	C. J. Pearson .....	South Bend, Ind.

## TOLEDO, ANN ARBOR &amp; JACKSON RAILWAY.

Organized September 21, 1911, under Act 148 of 1855, Michigan, and amendments thereto; chapter 167 C. L. of Michigan, 1897, and amendments thereto.

## DIRECTORS.

Name.	Postoffice address.	Expiration of term.
A. D. MacIntyre.....	Joliet, Ill. ....	Second Monday, January 1915.
Geo. E. Fisher.....	Detroit, Mich. ....	
Jno. O. Zabel.....	Toledo, Ohio.....	
Robt. E. Hamblin.....	Toledo, Ohio.....	
Wm. G. Nagel.....	Toledo, Ohio.....	

## OFFICERS.

Title.	Name.	Official address.
Vice-President.....	Robt. F. Hamblin.....	Toledo, Ohio.
Secretary.....	C. H. Burkhalter.....	Toledo, Ohio.
Treasurer.....	A. D. MacIntyre.....	Joliet, Ill.
Attorney.....	Judge J. G. Pratt.....	.....
General Manager.....	C. H. Burkhalter.....	Toledo, Ohio.

## TOLEDO, OTTAWA BEACH &amp; NORTHERN RAILWAY CO.

Organized October 25, 1906, under the Laws of Ohio and Michigan.  
Controlled by Toledo Traction Light & Power Co., through ownership of stock.

## DIRECTORS.

Name.	Postoffice address.	Expiration of term.
F. R. Coates.....	Toledo, Ohio.....	January, 1915.
C. E. Murray.....	Toledo, Ohio.....	
R. Fuller.....	Toledo, Ohio.....	
F. J. Derge.....	Toledo, Ohio.....	
A. Swarts.....	Toledo, Ohio.....	

## OFFICERS.

Title.	Name.	Official address.
President.....	F. R. Coates.....	Toledo, Ohio.
First Vice-President.....	R. Fuller.....	Toledo, Ohio.
Secretary and Treasurer.....	C. E. Murray.....	Toledo, Ohio.
Auditor.....	C. E. Murray.....	Toledo, Ohio.
Attorney or General Counsel.....	Chas. A. Fruesauff.....	New York, N. Y.
General Manager.....	F. R. Coates.....	Toledo, Ohio.
Traffic Manager.....	A. C. Wegner.....	Toledo, Ohio.
General Freight and Passenger Agent.....	A. C. Wegner.....	Toledo, Ohio.

## ANNUAL REPORT.

## THE TOLEDO &amp; WESTERN RAILROAD COMPANY.

Organized December 10, 1906, under the Laws of the State of Ohio.

Controlled by Toledo Traction Light &amp; Power Co., through ownership of stock.

## DIRECTORS.

Name.	Postoffice address.	Expiration of term.
F. R. Coates.....	Toledo, Ohio.....	January, 1915.
C. E. Murray.....	Toledo, Ohio.....	
F. J. Derge.....	Toledo, Ohio.....	
A. Swartz.....	Toledo, Ohio.....	
F. J. Derge.....	Toledo, Ohio.....	

## OFFICERS.

Title.	Name.	Official address.
President.....	F. R. Coates.....	Toledo, Ohio.
Vice-President.....	A. Swartz.....	Toledo, Ohio.
Secretary and Treasurer.....	C. E. Murray.....	Toledo, Ohio.
Auditor.....	C. E. Murray.....	Toledo, Ohio.
Attorney or General Counsel.....	Chas. A. Frueauff.....	New York, N. Y.
General Manager.....	F. R. Coates.....	Toledo, Ohio.
General Superintendent.....		
Traffic Manager.....	A. C. Wegner.....	Toledo, Ohio.

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DIRECTORS AND OFFICERS OF EXPRESS COMPANIES DOING BUSINESS IN MICHIGAN FOR  
YEAR ENDING JUNE 30, 1914.

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# ADAMS EXPRESS COMPANY.

Organised July 1, 1854, under the laws of the State of New York.

## DIRECTORS.

Their title under the Articles of Association is "Managers."

Name.	Postoffice address.	Expiration of term.
Wm. M. Barrett.....	New York, N. Y.....	No date fixed.
Wm. H. Damsel.....	Chicago, Ill.....	
Chas. Steele.....	New York, N. Y.....	
Geo. F. Baker.....	New York, N. Y.....	
Wm. D. Guthrie.....	New York, N. Y.....	
Joseph Zimmerman.....	New York, N. Y.....	
Caleb S. Spencer.....	New York, N. Y.....	

## OFFICERS.

Title.	Name.	Official address.
President.....	Wm. M. Barrett.....	New York, N. Y.
Vice-President in charge of Western Dept. ....	Wm. H. Damsel.....	Chicago, Ill.
Secretary.....	Horatio H. Gates.....	New York, N. Y.
Treasurer.....	Caleb S. Spencer.....	New York, N. Y.
General Counsel.....	Guthrie, Bangs & VanSinderen.....	New York, N. Y.
General Auditor.....	Henry G. Waters.....	New York, N. Y.
General Manager in charge of traffic.....	Jos. Zimmerman.....	New York, N. Y.
General Manager of Eastern Department.....	Henry E. Huff.....	Philadelphia, Pa.
General Manager Western Department.....	Grand D. Curtis.....	Chicago, Ill.
Superintendent of New England Department.....	Charles H. Hiner.....	Boston, Mass.
Superintendent of New York department.....	Charles MacKay.....	New York, N. Y.

## ANNUAL REPORT.

## AMERICAN EXPRESS COMPANY.

Organized March 18, 1850, and November 15, 1859, under the common law of the State of New York.

## DIRECTORS.

Name.	Postoffice address.	Expiration of term.
George C. Taylor.....	New York, N. Y., 65 Broadway.....	When successors are elected.
James C. Fargo.....	New York, N. Y., 65 Broadway.....	
John G. Milburn.....	New York, N. Y.....	
Francis F. Flagg.....	New York, N. Y.....	
Cornelius Vanderbilt.....	New York, N. Y., 30 Pine St.....	
Charles M. Pratt.....	New York, N. Y.....	
John H. Bradley.....	New York, N. Y.....	
J. Horace Harding.....	New York, N. Y.....	
James S. Alexander.....	New York, N. Y.....	

## OFFICERS.

Title.	Name.	Official address.
President.....	George C. Taylor.....	New York, N. Y., 65 Broadway
First Vice-President in charge of General.....	Francis F. Flagg.....	New York, N. Y., 65 Broadway
Secretary.....	Wm. C. Fargo.....	New York, N. Y., 65 Broadway
Vice-President and Treasurer.....	James F. Fargo.....	New York, N. Y.
General Counsel.....	Carter, Ledyard & Milburn.....	New York, N. Y., 54 Wall St.
Comptroller.....	Wm. E. Powelson.....	New York, N. Y.
Vice-President and General Manager Eastern Department.....	Henry S. Julier.....	New York City, 219 E. 42d St.
Vice-President and General Manager Western Department.....	J. A. D. Vickers.....	23-29 W. Monroe St., Chicago, Ill.
General Manager of Foreign Department U. S. and Canada.....	Marcellus F. Berry.....	65 Broadway, New York, N. Y.
Director General of Foreign Department, Europe.....	William S. Dalliba.....	11 Rue Scribe, Paris.
Manager Department of Equipment and Supplies.....	Elisha Flagg.....	219 E. 42d St. New York.
Vice-President and General Traffic Manager.....	John H. Bradley.....	65 Broadway, New York, N. Y.
Assistant General Traffic Manager.....	Edwin E. Bush.....	65 Broadway, New York, N. Y.

## CANADIAN EXPRESS COMPANY.

Organized February 16, 1865, under the laws of the Dominion of Canada.

Controlled by the Grand Trunk Railway Company, by ownership of stock.

## DIRECTORS.

Name.	Postoffice address.	Expiration of term.
E. J. Chamberlin.....	Montreal, Que.....	April, 1915.
John Pullen.....	Montreal, Que.....	
Frank Scott.....	Montreal, Que.....	
Hugh Paton.....	Montreal, Que.....	

## OFFICERS.

Title.	Name.	Official address.
Chairman of the Board.....	E. J. Chamberlin.....	Montreal, Canada.
President.....	J. Pullen.....	Montreal, Canada.
Secretary.....	Frank Scott.....	Montreal, Canada.
Treasurer.....	Frank Scott.....	Montreal, Canada.
Attorney or General Counsel.....	W. H. Biggar.....	Montreal, Canada.
General Auditor.....	W. W. Williamson.....	Montreal, Canada.



## UNITED STATES EXPRESS COMPANY.

Organized April 22, 1854.

This company ceased to operate June 30, 1914.

## DIRECTORS.

Name.	Postoffice address.	Expiration of term.
Duncan I. Roberts.....	New York.....	When successors are elected.
Wm. H. Averell.....	St. George, S. I. N. Y.....	
Joseph W. Harriman.....	New York, N. Y.....	
Edward T. Platt.....	New York, N. Y.....	
Frank H. Platt.....	New York, N. Y.....	
Chas. C. Tegethoff.....	New York, N. Y.....	

## OFFICERS.

Title.	Name.	Official address.
President.....	Duncan I. Roberts.....	
Secretary.....	Chas. C. Tegethoff.....	
Treasurer.....	R. H. Morgan, Jr.....	
Counsel.....	Branch P. Kerfoot.....	
Comptroller.....	Charles A. Lutz.....	
Traffic Manager.....	M. T. Jones.....	

## WESTERN EXPRESS COMPANY.

Organized October 30, 1894, under the Laws of the State of Wisconsin.

Controlled by Trustees in behalf of Minn., St. Paul &amp; S. S. Marie Ry. Co.

## DIRECTORS.

Name.	Postoffice address.	Expiration of term.
E. Pennington.....	Minneapolis, Minn.....	October 27, 1914.
W. L. Martin.....	Minneapolis, Minn.....	
C. W. Gardner.....	Minneapolis, Minn.....	
H. B. Dike.....	Minneapolis, Minn.....	
G. W. Webster.....	Minneapolis, Minn.....	

## OFFICERS.

Title.	Name.	Official address.
Chairman of Board and President.....	E. Pennington.....	Minneapolis, Minn.
Vice-President.....	W. L. Martin.....	Minneapolis, Minn.
Secretary.....	H. B. Dike.....	Minneapolis, Minn.
Treasurer.....	C. F. Clement.....	Minneapolis, Minn.
General Solicitor.....	H. B. Dike.....	Minneapolis, Minn.
Comptroller.....	C. W. Gardner.....	Minneapolis, Minn.
Auditor.....	W. H. Plant.....	Toronto, Can.
General Manager.....	W. S. Stout.....	Toronto, Can.
General Superintendent.....	T. E. McDonnell.....	Chicago, Ill.
Traffic Manager.....	W. H. Burr.....	Toronto, Ont.

## ANNUAL REPORT.

## WELLS-FARGO &amp; COMPANY.

Organized February 5, 1866, under the Laws of the Territory (now State) of Colorado.

## DIRECTORS.

Name.	Postoffice address.	Expiration of term.
B. D. Caldwell.....	New York, N. Y.....	Second Thursday in Oct., 1914.
Chas. A. Peabody.....	New York, N. Y.....	
F. D. Underwood.....	New York, N. Y.....	
H. E. Huntington.....	New York, N. Y.....	
H. W. DeForest.....	New York, N. Y.....	
W. V. S. Thorne.....	New York, N. Y.....	
A. Christeson.....	San Francisco, Cal.....	
W. F. Herrin.....	San Francisco, Cal.....	
W. Mahl.....	New York, N. Y.....	
P. M. Warburg.....	New York, N. Y.....	
R. Delafield.....	New York, N. Y.....	
E. A. Stedman.....	Chicago, Ill.....	
L. F. Loree.....	New York, N. Y.....	

## OFFICERS.

Title.	Name.	Official address.
President.....	B. D. Caldwell.....	New York, N. Y.
Vice-President.....	A. Christeson.....	San Francisco, Cal.
Vice-President.....	E. A. Stedman.....	Chicago, Ill.
Secretary.....	C. H. Gardiner.....	New York, N. Y.
Treasurer.....	B. H. River.....	New York, N. Y.
General Counsel.....	C. W. Stockton.....	New York, N. Y.
Vice-President and Comptroller.....	J. W. Newlean.....	Chicago, Ill.
General Manager.....	A. Christeson.....	San Francisco, Cal.
General Manager.....	E. A. Stedman.....	Chicago, Ill.
Vice-President in charge of Traffic.....	F. S. Holbrook.....	New York, N. Y.
Traffic Manager.....	G. S. Lee.....	New York, N. Y.
Assistant Comptroller.....	R. Burr.....	New York, N. Y.
Efficiency Engineer.....	C. D. Martin.....	New York, N. Y.

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STATISTICS  
STEAM RAILROADS

FOR THE  
YEAR ENDING JUNE 30, 1914.

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NOTICE.

In many of the following tables of statistics of steam railroads, totals and averages have been given for the Upper Peninsula and Lower Peninsula, respectively, although the roads have not been grouped in accordance with this division. Roads numbered 3; 6; 7; 10; 19; 23; 37; 40; 51; 57; 76; 77; 78; 79; 81; 84; 87; 91 and 94 are in the Upper Peninsula. All others are in the Lower Peninsula.

TABLE NO. 1.—RECAPITULATION OF ROAD AND EQUIPMENT INVESTMENT SINCE JUNE 30, 1907.—ENTIRE LINE.

Number	Railroad.	Road.			Equipment.		
		Total expenditures July 1, 1907, to June 30, 1913.	Expenditures for new lines and extensions during year.	Expenditures for additions and betterments during year.	Total expenditures July 1, 1907, to June 30, 1913.	Expenditures for new lines and extensions during year.	Expenditures for additions and betterments during year.
1	Ann Arbor R. R.	\$435,132 20		\$70,704 22	\$505,836 42		\$11,998 81
2	Arcata & Reddy River Ry.	7,083 20			7,083 20		
3	Bay & Southern Ry.	31,741 81			31,741 81		
4	Blaney City, Gaylord & Alpena R. R.	176,778 70	\$51,414 62	9,728 34	218,453 98		8,130 56
5	Chicago, Kalamazoo & Saugatuck Ry.	57,135 20	3,313 88	3,313 88	60,449 08		
6	Chicago, Milwaukee & St. Paul Ry.	209,941,236 52	8,935,383 30	21,077,072 66	239,953,702 48		2,977,815 82
7	Chicago & North Western Ry.	83,245,344 20	8,561,171 96	4,274,214 46	96,080,730 62	\$1,410,149 50	8,387,431 63
8	Cincinnati Northern R. R.	187,426 13		141,571 33	328,997 46		66,754 96
9	Cincinnati, Western & Michigan.						
10	Copper Range R. R.	346,414 77	71,933 62	30,465 51	448,813 90	702 14	9,014 20
11	Detroit Connecting R. R.						
12	Detroit Terminal R. R.	58,656 66			58,656 66		14,127 61
13	Detroit, Bay City & Western R. R.	747,890 92	160,000 00		907,890 92		28,710 41
14	Detroit & Charlevoix R. R.	5,743 61		469 42	6,213 03		1,900 00
15	Detroit & Mackinac Ry.	\$423,617 38	81,327 29	16,706 98	521,650 65		
16	Detroit Terminal R. R.	568,343 21	294,858 94		853,202 15	47,129 36	
17	Detroit, Toledo & Ironton R. R.	246,090 36		39,689 10	285,779 46		
18	Detroit & Toledo Shore Line R. R.	364,744 83		114,777 27	479,522 10		72,584 75
19	Duluth, South Shore & Atlantic Ry.	557,440 39		302,439 57	859,879 96		63,562 55
20	East Jordan & Southern R. R.	64,353 64	4,648 81	1,246 35	70,248 80		89,069 16
21	Empire & South Eastern R. R.	1,500 00			1,500 00		285 00
22	Erie & Michigan Ry. & Nav. Co.	52,673 16		3,165 00	55,838 16		
23	Escanaba & Lake Superior R. R.	163,140 39	6,751 63		169,892 02		11,907 52
24	Grand Rapids & Indiana Ry.	703,878 50		70,568 96	774,447 46		1,626 00
25	Grand Rapids & Indiana Ry.	35,720 95		6,006 46	41,727 41		86,755 27
26	Traverse City R. R.	8,240 11		930 50	9,170 61		
27	Grand Trunk Ry. System:						
28	Bay City Terminal Ry.	366,817 05	70,685 24		437,502 29		
29	Chicago, Detroit & Canada Gd. Trunk						
30	Chicago R. R.	207,775 49		106,827 20	314,602 69		
31	Cincinnati, Saginaw & Mackinaw R. R.	33,955 05			34,009 48		
32	Detroit, Gd. Haven & Milwaukee Ry.	52,849 37	23,995 41	114 41	76,844 78		
33	Grand Rapids Terminal R. R.						
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32	Detroit & Huron Ry.	158,585 63	124,195 76	11,118 47	282,781 39	4,165,628 59	282,781 39	130 00	4,165,756 59
33	Grand Trunk Western Ry.	1,149,753 94		4,407 52	1,160,872 41				
34	Michigan Air Line Ry.	7,003 50		1,141 02	1,141 02				33,915 97
35	Pontiac, Oxford & Northern R. R.	1,365,563 83		291 17	1,365,855 00	33,915 97		12,320 94	85,064 16
36	Toledo, Saginaw & Muskegon Ry.	1,735 00		6,227 39	7,962 39	87,365 10			96,539 67
37	St. Clair Tunnel Co.	379,126 63		524 25	379,650 88	96,539 67			
38	Houghton, Chassell & Northwestern Ry.	60,288 86	10,656 21		79,945 07	32,049 54		150 82	32,200 36
39	K. L. S. & C. Ry., M. U. T. Co., (lessee)								
40	Kalamazoo, Lake Shore & Chicago Ry.	15,666 09			15,666 09	9,498 75		369 43	50,498 75
41	Keweenaw Central R. R.	203,184 09	2,333 87		265,517 96	51,910 49	1,887 84		50,392 88
42	Lake Shore & Michigan Southern Ry.	19,406,980 26			25,145,578 93	29,457,136 24		2,279,088 66	31,736,234 90
43	Lake Superior & Ishpeming Ry.	1,354,332 16			1,696,288 63	287,409 15			287,409 15
44	Lansing Southern R. R.	61,911 88			61,911 88				
45	Ludington & Northern Ry.	897 09			897 09	1,081 24		74 80	1,006 88
46	Manistee & Luther R. R.			2,959 51	2,959 51	4,000 00		5,657 98	362 02
47	Manistee & North Eastern R. R.	477,874 40		6,069 98	477,874 40	62,272 40		25,050 20	87,322 60
48	Manistique & Lake Superior R. R.	1,319,335 89	894 80	7,764 95	1,326,206 54	64,560 09	1,500 00	22,083 86	85,153 95
49	Michigan Central R. R.	4,081,224 63			7,557,566 88	15,406,604 80		1,204,195 19	16,610,789 99
50	Bay City & Battle Creek Ry.	50,000 00			50,000 00				
51	Detroit Belt Line R. R.	100,000 00			100,000 00				
52	Detroit, Delray & Dearborn R. R.	141,814 56			154,045 23				
53	Lansing Manufacturers R. R.	36,313 49			36,313 49				
54	Detroit River Tunnel Co.	17,645,022 13			20,578,983 12	219,421 80			219,421 80
55	Michigan East & West Ry.		267,301 20	3 69	267,304 82		15,325 00	12,370 00	27,695 00
56	Mineral Range R. R.	58,509 56		6,851 79	51,657 77	279,264 28		110,600 84	389,865 12
57	Minneapolis, St. Paul & S. Ste. Marie Ry.	26,224,637 65	1,399,507 71	1,463,971 91	29,088,117 27	6,685,019 19		340,397 45	7,025,416 64
58	Munising, Marquette & Southeastern Ry.	215,193 00		6,441 34	221,634 34	234,594 71			234,594 71
59	Ontonagon R. R.	1,076 35			1,076 35	7,993 99		753 61	8,747 60
60	Pere Marquette R. R.	8,949,933 38		547,865 90	9,497,799 28	1,018,768 23		977,049 88	41,718 25
61	Port Huron Southern R. R.	45,994 91		160 00	46,154 91	5,030 82		6,900 90	11,931 72
62	Wabash R. R.	6,674,744 31		1,820,231 61	8,494,975 92	10,440,510 08		2,645,873 83	13,086,383 91
63	Wisconsin & Michigan Ry.	787,744 64		114,107 82	673,636 82	865,687 95		1,500 00	867,167 95
64	Wyandotte Southern R. R.	4,443 26			4,443 26				
65	Sault Ste. Marie Bridge Co.	4,466 47		4,953 20	9,419 67				
66	Sainte Marie Union Depot Co.	4,237 69		1,917 76	6,155 45				
67	Total	\$389,193,190 38	\$20,060,760 31	\$42,506,180 90	\$451,760,111 59	\$133,599,393 54	\$1,469,918 76	\$17,239,017 61	\$152,308,329 91

Item does not correspond to 1913 figures, because of changes ordered by I. C. C.  
In this table negative or reverse items appear in *italic* type.

TABLE NO. 1.—RECAPITULATION OF ROAD AND EQUIPMENT INVESTMENT, SINCE JUNE 30, 1907.—Continued.

Number.	Railroads.	General expenditures.				Total investment, entire line July 1, 1907 to June 30, 1914.	Total investment—State of Michigan. July 1, 1907 to June 30, 1914.			
		Total expenditures July 1, 1907 to June 30, 1913.	Expenditures for new lines and extensions during year.	Expenditures for additions and betterments during year.	Total expenditures July 1, 1907 to June 30, 1914.		Total expenditures July 1, 1907 to June 30, 1913.	Expenditures for new lines and extensions during year.	Expenditures for additions and betterments during year.	Total expenditures July 1, 1907 to June 30, 1914.
1	Ann Arbor R. R.	\$13,662 64			\$13,662 64	\$2,596,687 51	\$2,488,238 63		\$67,553 80	\$2,545,792 43
2	Arctadia & Beesey River Ry.					13,370 95	13,370 95			13,370 95
3	Blacey & Southern Ry.					31,741 91	31,741 91			31,741 91
4	Boyer City, Gaylord & Alpena R. R.	13,612 86	\$4,141 44		17,754 30	306,336 52	252,409 24	\$55,556 06	1,628 78	306,336 52
5	Chicago, Kalamazoo & Saginaw Ry.					78,915 25	75,601 37		3,313 88	78,915 25
6	Chicago, Milwaukee & St. Paul Ry.	965,506 54	825,202 94	\$620,062 46	2,440,771 94	292,874,062 15	4,600,215 56	445,171 58	607,003 80	5,652,390 94
7	Chicago & North Western Ry.	100,854 84		40,386 37	141,241 21	121,323,398 55	2,912,666 95		702,224 34	3,614,891 29
8	Cincinnati Northern R. R.					21,614 45	47,267 86		5,780 77	51,068 65
9	Cincinnati, Wabash & Michigan Ry.					638,426 23	526,289 01	72,657 51	39,470 71	638,426 23
10	Copper Range R. R.		21 75		21 75					
11	Delray Connecting R. R.					23,597 95	9,470 34		14,127 61	23,597 95
12	Delray Terminal R. R.					150,686 45	121,970 04		28,716 41	150,686 45
13	Detroit, Bay City & Western R. R.	4,669 33			4,669 33	965,812 23	803,912 23	160,000 00	1,900 00	965,812 23
14	Detroit & Charlevoix R. R.					6,102 81	5,633 39		469 42	6,102 81
15	Detroit & Mackinac Ry.	1,329 54			1,329 54	890,982 61	792,949 34	81,327 29	16,705 98	890,982 61
16	Detroit Terminal R. R.	254 53	156 60		117 93	986,318 14	651,466 44	331,851 70	6,480 44	986,318 14
17	Detroit, Toledo & Ironton R. R.	331 20			331 20	1,875,621 55	365,017 01		156,321 24	2,030,642 56
18	Detroit & Toledo Shore Line R. R.					808,843 45	410,131 96		104,309 12	913,153 41
19	Duluth, South Shore & Atlantic Ry.	25,162 49	3,960 00		29,122 49	1,771,651 11	1,442,018 80			1,546,327 92
20	East Jordan & Southern R. R.					105,109 24	98,929 08	4,643 81	1,531 35	105,109 24
21	Empire & South Eastern R. R.					8,681 00	8,681 00			8,681 00
22	Erie & Michigan Ry. & Nav. Co.					110,925 52	95,763 00		15,162 52	110,925 52
23	Escanaba & Lake Superior R. R.					391,310 93	382,933 30		8,377 63	391,310 93
24	Grand Rapids & Indiana Ry.					1,424,573 80	1,155,955 72		138,882 33	1,294,838 05
25	Muskegon Gd. Rapids & Indiana R. R.					41,737 41	35,730 95		6,006 46	41,737 41
26	Traverse City R. R.					9,170 61	8,240 11		930 50	9,170 61
27	Grand Trunk Ry. System.									
28	Bay City Terminal Ry.									
29	Chicago, Detroit & Canada Gd. Trunk Ry.	5,119 82	25,074 70		30,194 52	467,696 81	371,936 37	95,759 94	107,381 42	467,696 81
30	June R. R.					315,156 91	207,775 49			315,156 91
31	Cincinnati, Saginaw & Mackinaw R. R.		554 22		554 22	528,484 44	528,598 56		114 41	528,484 44
32	Detroit, Gd. Haven & Milwaukee Ry.					77,520 03	53,524 62	23,995 41		77,520 03
33	Grand Rapids Terminal R. R.	675 25			675 25					

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33	Detroit & Huron Ry.....	123 45	4,444 69	225,000 00	4,568 14	287,349 53	188,709 08	128,640 45	152,566 58	287,349 53
34	Grand Trunk Western Ry.....	225,000 00				5,326,029 00	3,526,299 02		4,407 52	3,678,365 60
35	Michigan Air Line Ry.....					11,411 02	7,003 50		201 17	11,411 02
36	Pontiac, Oxford & Northern R. R.....					1,399,770 97	1,399,479 80		18,548 33	1,399,770 97
37	Toledo, Saginaw & Muskegon Ry.....					77,101 77	36,650 10		262 12	77,101 77
38	St. Clair Tunnel Co.....					476,190 55	237,833 15			238,065 27
39	Houghton, Chassell & Southwestern Ry.....					112,145 43	101,338 40	10,656 21	150 82	112,145 43
40	K. L. S. & C. Ry., M. U. T. Co. (lessee).....									
41	Kalamazoo, Lake Shore & Chicago Ry.....	3,428 49			3,428 49	28,593 33	28,593 33			28,593 33
42	Keweenaw Central R. R.....	31,935 15			31,935 15	347,845 79	347,029 73	446 63	369 43	347,845 79
43	Lake Shore & Michigan Southern Ry.....					56,881,813 83	810,390 57		179,953 36	990,343 83
44	Lake Superior & Ishpeming Ry.....	44,819 05			44,819 05	2,028,516 83	1,686,560 36		341,956 47	2,028,516 83
45	Lansing Southern R. R.....	20,880 53			20,880 53	82,792 41	82,792 41			82,792 41
46	Lansing & Northern Ry.....	123 50			123 50	2,027 47	2,101 83		74 36	2,027 47
47	Manistee & Luther R. R.....					2,697 49	4,000 00		6,597 49	2,697 49
48	Manistee & North Eastern R. R.....	727 25			727 25	363,154 67	474,874 75		31,120 18	363,154 67
49	Manistique & Lake Superior R. R.....	5,401 15			5,401 15	1,416,761 64	1,389,297 13	2,494 80	29,858 81	1,416,761 64
50	Michigan Central R. R.....	54,553 84			54,553 84	24,114,003 03	50,000 00	Not reported.	Not reported.	50,000 00
51	Bay City & Battle Creek Ry.....					50,000 00	50,000 00			50,000 00
52	Detroit Belt Line R. R.....					100,000 00	100,000 00			100,000 00
53	Detroit, Delray & Dearborn R. R.....	631 05			631 05	154,676 28	142,445 61	12,230 67		154,676 28
54	Lansing Manufacturers' R. R.....					36,313 49	36,313 49			36,313 49
55	Detroit River Tunnel Co.....	1,010 33		839 45	1,849 78	20,800,254 70		Not reported.	Not reported.	
56	Michigan East & West Ry.....					294,999 82	337,773 84	2,862,626 20	12,373 62	294,999 82
57	Mineral Range R. R.....					441,522 89	754,871 55		103,749 05	441,522 89
58	Minneapolis, St. Paul & S. Ste. Marie Ry.....	807 113 58	24,692 60	532 75	832 338 93	36,945,872 84	449,787 71	2,700 00	111,999 61	869,571 16
59	Munising, Marquette & Southeastern Ry.....					456,229 05			6,441 34	456,229 05
60	Ontonagon R. R.....					9,823 95	9,070 34		753 61	9,823 95
61	Pere Marquette R. R.....	2,488 15			2,488 15	9,542,005 68	51,025 73		276,881 23	9,542,005 68
62	Pert Huron Southern R. R.....					58,086 63			7,060 90	58,086 63
63	Walsh R. R.....			300 30	2,224,950 26	23,806,310 09	293,210 74		1,743 25	261,467 49
64	Wisconsin & Michigan Ry.....					406,468 87	4,443 26			4,443 26
65	Wyandotte Southern R. R.....					4,443 26				
66	Sault Ste. Marie Bridge Co.....					9,419 67	4,466 47		4,953 20	9,419 67
67	Sainte Marie Union Depot Co.....					6,155 45	4,237 69		1,917 76	6,155 45
68	Total.....	\$4,025,156 84	\$383,441 52	\$891,035 55	\$5,800,233 91	\$609,868,675 41	\$23,300,802 45	\$1,705,874 16	\$2,722,059 49	\$33,005,617 33

\*Property of Manistee and Grand Rapids R. R., acquired by reorganization.

TABLE NO. 1.—SUMMARY OF ROAD AND EQUIPMENT INVESTMENT—MICHIGAN.—Continued.

Number	Railroads.	Investment to June 30, 1907.		Investment since June 30, 1907.	Total investment to June 30, 1914.	Reserve for accrued depreciation. Credit.	Net total.	Cost per mile of line.	Miles of line owned, Michigan.	Per cent of line owned in Michigan.
		Road.	Equipment.							
1	Ann Arbor R. R.	\$13,290,742 06	\$1,161,753 09	\$2,545,792 43	\$16,998,287 58	\$148,129 61	\$16,850,157 97	\$56,366 67	296.31	98.11
2	Arcadia & Beesey River Ry.	132,896 48	20,315 00	13,370 95	166,582 43	7,334 90	159,247 53	6,923 85	23.00	100.00
3	Blaney & Southern Ry.	72,711 33	8,425 14	31,741 91	112,878 38	.....	112,878 38	7,054 90	16.00	100.00
4	Boyer City, Gaylord & Alpena R. R.	825,128 32	105,924 81	306,336 52	1,237,389 65	70,378 22	1,167,011 43	12,966 79	90.00	100.00
5	Chicago, Kalamazoo & Saginaw Ry.	1,103,979 04	74,041 70	78,915 25	1,256,935 99	2,378 57	1,254,557 42	22,535 81	55.67	100.00
6	Chicago, Milwaukee & St. Paul Ry.	4,610,842 10	1,042,452 70	5,652,390 94	11,305,685 74	157,410 25	11,148,275 51	61,945 19	179.97	1.87
7	Chicago & North Western Ry.	15,545,920 32	.....	3,614,391 29	19,160,311 61	398,236 25	18,762,575 36	36,090 20	519.88	6.54
8	Cincinnati Northern R. R.	773,200 00	.....	51,068 65	722,131 35	6,847 59	715,283 76	17,935 90	39.88	19.33
9	Cincinnati, Wabash & Michigan Ry.	1,042,012 89	.....	b 1,042,012 89	1,042,012 89	.....	1,042,012 89	29,660 21	35.14	17.24
10	Copper Range R. R.	5,667,395 14	647,731 31	638,426 23	6,953,552 68	55,947 26	6,897,605 42	58,276 49	118.36	100.00
11	Delray Connecting R. R.	26,140 62	37,749 50	23,597 95	87,488 07	15,580 84	71,907 23	30,861 47	2.33	100.00
12	Delray Terminal R. R.	.....	.....	150,866 45	150,866 45	.....	150,866 45	.....	20	100.00
13	Detroit, Bay City & Western R. R.	.....	.....	965,812 23	965,812 23	9,047 04	956,765 19	15,946 09	60.00	100.00
14	Detroit & Charlevoix R. R.	458,642 96	62,731 27	6,102 81	527,477 04	1,702 23	525,774 81	6,753 89	77.85	100.00
15	Detroit & Mackinac Ry.	4,948,501 95	534,877 21	890,952 61	6,424,361 77	483,039 31	5,941,322 46	14,685 52	404.57	100.00
16	Detroit Terminal R. R.	450,228 00	.....	986,318 14	1,436,546 14	1,998 17	1,434,547 97	.....	17.94	100.00
17	Detroit, Toledo & Ironton R. R.	3,613,400 49	789,182 60	18,554 02	4,421,137 11	.....	4,421,137 11	.....	65.30	16.48
18	*Detroit & Toledo Shore Line R. R.	3,439,754 14	.....	560,453 20	4,000,207 34	m 83,723 92	3,916,483 42	88,889 77	44.06	92.56
19	Duluth, South Shore & Atlantic Ry.	w 36,397,425 32	w 2,974,464 03	1,546,327 92	40,918,217 27	w 581,568 66	40,336,348 61	82,074 53	491.46	81.70
20	East Jordan & Southern R. R.	183,362 09	37,484 68	105,109 24	325,956 01	83,182 03	242,773 98	5,979 65	40.60	100.00
21	Empire & South Eastern R. R.	92,512 52	15,000 00	8,681 00	116,193 52	.....	116,193 52	8,041 07	14.45	100.00
22	Erie & Michigan Ry. & Nav. Co.	214 70	42,363 20	110,925 62	153,533 42	38,798 29	114,735 13	.....	.....	.....
23	Escanaba & Lake Superior R. R.	1,288,222 30	123,702 09	381,310 93	1,808,235 32	152,825 54	1,655,409 78	11,783 11	140.49	100.00
24	Grand Rapids & Indiana Ry.	13,573,305 97	.....	1,294,838 05	14,868,144 02	171,887 79	14,696,256 23	40,156 19	365.95	87.33
25	Muskegon, Gd. Rapids & Ind. R. R.	721,768 06	25,210 15	788,715 62	1,510,481 22	.....	788,715 62	21,403 41	36.85	100.00
26	Traverse City R. R.	637,500 00	7,500 00	9,170 61	654,170 61	.....	654,170 61	25,296 62	25.86	100.00
27	Grand Trunk Ry. System:	.....	.....	467,696 81	467,696 81	.....	467,696 81	393,022 53	1.19	100.00
28	Bay City Terminal Ry.	.....	.....	.....	.....	.....	.....	.....	.....	.....
29	Chicago, Detroit & Canada Gd. Trunk Junction R. R.	2,881,141 46	.....	315,156 91	3,196,298 37	.....	3,196,298 37	53,271 64	60.00	100.00
30	Cincinnati, Saginaw & Mack R. R.	1,394,890 00	105,110 00	.....	1,500,000 00	.....	1,500,000 00	28,317 92	52.97	100.00
31	Detroit, Gd. Haven & Milwaukee Ry.	7,063,234 67	.....	528,484 44	6,734,750 23	.....	6,734,750 23	35,633 60	189.00	100.00
32	Grand Rapids Terminal R. R.	498,873 22	.....	77,520 03	566,393 25	.....	566,393 25	372,627 14	1.52	100.00



32	Detroit & Huron Ry.	16,698,523 90	a	287,349 53	287,349 53	15,457 21	18.59	100.00
33	Grand Trunk Western Ry.	1,818,296 10	a	20,377,389 50	20,377,389 50	90,620 32	224.41	67.82
34	Michigan Air Line R. R.	1,818,296 10	a	11,411 02	1,829,707 12	17,328 77	105.60	100.00
35	Pontiac, Oxford & Northern R. R.	3,150,578 65	113,219 70	1,399,770 97	1,399,770 97	13,915 61	100.59	100.00
36	Toledo, Saginaw & Muskegon Ry.	1,432,037 18	31,219 30	77,101 77	3,186,696 58	33,225 91	95.90	100.00
37	St. Clair Tunnel Co.			238,095 27	1,701,351 75	1,512,312 68	1.12	50.00
38	Houghton, Chassell & Southwestern Ry.			112,145 43	101,798 72		14.50	100.00
39	K. L. S. & C. Ry., M. T. Co. (lessee).	380,564 37	34,074 63	443,232 33	443,512 60	20,555 36	21.09	100.00
40	Kalamazoo, Lake Shore & Chicago Ry.	470,493 50	39,412 48	347,845 79	857,751 77	846,407 80	38.73	100.00
41	Keweenaw Central R. R.					23,452 70		
42	Lake Shore & Michigan Southern Ry.							
43	*Detroit & Chicago R. R.	815,200 00		815,200 00	815,200 00		415.18	f 36.40
44	Detroit, Hillsdale & South West. R. R.	1,292,204 51	53,511 74	1,345,716 25	1,345,716 25	20,792 90	64.72	100.00
45	Detroit, Monroe & Toledo R. R.	1,338,100 00		1,338,100 00	1,338,100 00	26,017 89	51.43	100.00
46	Detroit, Toledo & Milwaukee R. R.	748,650 00		748,650 00	748,650 00	15,935 40	46.98	g 49.91
47	*Fort Wayne & Jackson R. R.	1,236,943 02		1,236,943 02	1,236,943 02	27,966 25	44.23	45.35
48	Kalamazoo, Allegan & Gd. Rapids R. R.	1,450,000 00		1,450,000 00	1,450,000 00	24,807 53	58.45	100.00
49	Kalamazoo & White Pigeon R. R.	630,900 00		630,900 00	630,900 00	17,266 01	36.54	100.00
50	Northern Central Michigan R. R.	1,357,000 00		1,357,000 00	1,357,000 00	22,122 60	61.34	100.00
51	*Sturgis, Goshen & St. Louis Ry.	72,276 40		72,276 40	72,276 40	21,510 83	3.36	11.62
52	Battle Creek & Sturgis R. R.	175,400 00		175,400 00	175,400 00	24,386 19	7.19	g 17.54
53	Lake Superior & Ishpeming Ry.	835,075 08	531,149 49	3,394,741 40	3,037,725 64	88,460 27	34.34	100.00
54	Lansing Southern R. R.	41,216 80	14,083 49	57,327 76	52,581 46		7.30	100.00
55	Ludington & Northern Ry.							
56	Manistee & Grand Rapids R. R.	185,045 51		255,108 78	255,108 78	5,669 08	45.00	100.00
57	Manistee & Luther R. R.	2,186,937 63	72,657 76	2,132,920 09	2,091,912 68	11,458 77	182.56	100.00
58	Manistee & Lake Superior R. R.		349,137 03	1,416,761 64	1,378,373 04	20,142 82	83.43	100.00
59	Manistique & North Eastern R. R.							
60	*Michigan Ry. Co.							
61	A—Lines owned.							
62	B—Proprietary and leased lines.							
63	Battle Creek & Sturgis R. R.	824,600 00		824,600 00	824,600 00	24,396 19	33.80	82.46
64	Bay City & Battle Creek Ry.	560,000 00		600,000 00	600,000 00	33,333 33	18.00	100.00
65	Detroit & Bay City R. R.	600,000 00		600,000 00	600,000 00	3,533 57	169.80	100.00
66	Detroit Belt Line							
67	Detroit, Delray & Dearborn R. R.	99,916 73		100,000 00	100,000 00	22,779 04	4.39	100.00
68	Detroit Manufacturer's R. R.	291,371 75		254,593 01	254,593 01	31,238 41	8.15	100.00
69	The Grand River Valley R. R.	491,200 00		291,371 75	192,961 42	1.51	100.00	
70	Jackson, Lansing & Saginaw R. R.	2,000,000 00		491,200 00	5,862 27	83.79	100.00	
71	Kalamazoo & South Haven R. R.	325,400 00		325,400 00	325,400 00	5,404 38	370.07	100.00
72	Lansing Manufacturer's R. R.	138,686 51		175,000 00	175,000 00	8,237 97	39.50	100.00
73	Lansing Transit Ry.	19,256 64		19,256 64	19,256 64	22,012 58	7.95	100.00
74	*Michigan Air Line R. R.	372,091 35		372,091 35	372,091 35	15,405 31	1.25	100.00
75	St. Clair & Western R. R.	120,000 00		120,000 00	120,000 00	3,410 47	109.10	94.74
76						8,119 08	14.78	100.00

TABLE NO. 1.—SUMMARY OF ROAD AND EQUIPMENT INVESTMENT—MICHIGAN.—Continued.

Number	Railroads.	Investment to June 30, 1907.		Investment since June 30, 1907.	Total investment to June 30, 1914.	Reserve for accrued depreciation. Credit.	Net total.	Cost per mile of line.	Miles of line owned, Michigan.	Per cent of line owned in Michigan.
		Road.	Equipment.							
73	*St. Joseph, S. Bend & Southern R. R.	\$424,174 33	\$56,533 11		\$480,707 44		\$480,707 44	\$18,545 12	25.92	64.48
74	*Toledo, Canada Southern & Detroit Ry.	2,532,322 07			2,532,322 07		2,532,322 07	54,098 26	46.81	79.88
45	*Toledo, Toledo & Milwaukee R. R.	751,350 00			751,350 00		751,350 00	15,935 40	47.15	50.09
95	Detroit River Tunnel Co.			\$13,789,288 99	13,789,288 99		13,789,288 99		97	40.01
75	Michigan East & West Ry.			294,999 82	294,999 82	\$537 89	294,411 93	3,823 63	77.00	100.00
76	Mineral Range R. R.	1,991,273 21	683,230 11		3,116,026 21	176,516 92	2,939,509 29	43,107 63	68.19	100.00
77	Minneapolis, St. P. & S. Ste. Marie Ry.	10,307,451 29	a	441,522 89	11,177,022 45	181,145 17	10,995,877 28	45,730 41	240.45	7.96
78	Gogebic & Montreal River R. R.	1,120,000 00		869,571 16	1,120,000 00		1,120,000 00	163,265 00		100.00
79	Munising, Marquette & Southeastern Ry.									
	A—Permanent	1,490,916 30	443,060 13	362,042 07	2,563,140 06	333,563 90	2,229,576 16	16,271 90	137.02	100.00
	B—Temporary	172,934 58		94,186 98						
80	Onaway & North Michigan Ry. (no data).									
81	Ontonagon R. R.	19,714 87	10,221 49		39,760 31		32,504 94	4,902 70	6.63	100.00
82	Pere Marquette R. R.	71,516,276 36	a	9,823 95	79,851,218 32	7,265 37	78,140,955 04	42,776 18	1,826.74	89.33
	Appraisal of July 1, 1914.			u 8,334,941 96	(n83,252,201 00)	u 1,710,263 28	(o86,899,141 00)			
83	Port Huron Southern R. R.			58,086 63	58,086 63	2,870 00	55,216 63	11,132 00	3.38	100.00
84	Quincy & Torch Lake R. R.									100.00
85	Traverse City, Leelanau & Manistique Ry.	300,529 39			300,529 39		300,529 39	12,501 00	24.04	100.00
86	Wabash R. R.						7,022,837 55		75.82	3.83
87	Wisconsin & Michigan Ry.	1,729,760 82	208,824 08	261,467 49	2,199,852 39	5,547 63	2,194,304 76	38,645 73	56.78	49.55
88	Wyandotte Southern R. R.	28,457 00	5,000 00	37,900 26	37,900 26	500 00	37,400 26	8,800 06	1.00	100.00
89	Wyandotte Terminal R. R.	10,000 00		4,443 26	10,000 00		10,000 00	6,866 67	1.52	100.00
90	Canada Southern Bridge Co.	1,725,772 50			1,725,772 50		1,725,772 50	690,309 00	2.50	100.00
91	Sault Ste. Marie Bridge Co.	560,655 74			570,075 41		570,075 41	1,583,452 81	.36	29.51
92	Detroit Union R. R. Depot & Station Co.	2,330,962 49		9,419 67	2,330,962 49		2,330,962 49		8.37	100.00
93	Fort Street Union Depot Co.	2,328,989 35			2,328,989 35		2,328,989 35		2.50	100.00
94	Sainte Marie Union Depot Co.	113,897 16	500 00	6,155 45	120,552 61		120,552 61	227,457 76	.53	100.00
	Total, Upper Peninsula.	\$52,394,689 06	\$6,717,973 05	\$17,634,548 87	\$106,947,210 68	\$2,467,411 97	\$104,479,798 71	\$48,845 64	2,138.98	
	Total, Lower Peninsula.	221,966,809 84	3,798,709 97	55,746,067 38	281,511,587 19	4,982,965 19	283,554,459 55	44,138 27	6,612.01	
	Total, State of Michigan.	\$304,361,498 90	\$10,516,683 02	\$73,680,615 95	\$388,458,797 87	\$7,450,377 16	\$398,034,258 26	\$45,314 11	8,750.99	

a Included with road.  
b Record information not available, apportioned on mileage basis of 1907, lines owned.  
f Based on line owned and proprietary lines.  
g All in Michigan, see M. C. lines.  
v From 1906 Report.

w Apportioned to Michigan on basis of miles operated.  
x Assigned to Michigan on basis of Higgs appraisal in Passenger Rate Case, except for an item of depreciation which was regularly allocated to Michigan.  
h \$687,107.07 of this item is reported as temporary tracks.  
i Reorganized as Michigan East & West Ry., which see, No. 75.  
k Reported as electric. Operating as steam road during reconstruction.

l All in Michigan. See L. S. & M. S. lines.  
n This is cost of reproduction, new, divided as follows:

Road.....	\$55,432,570 00
Equipment.....	22,147,798 00
General Expenditures.....	5,671,833 00
Total.....	\$83,252,201 00
This item is not included in total.	
o This is cost of reproduction less depreciation, divided as follows:	
Road.....	\$46,824,449 00
Equipment.....	14,312,859 00
General expenditures.....	5,671,833 00
Total.....	\$66,809,141 00
This item is not included in total.	

p October 1, 1908, inserted for June 30, 1907.  
r Assigned to Michigan on basis of lines owned, July 1, 1914.  
s Includes ferry terminal, land and approaches at Amherstburg, Ontario.  
t Assigned on basis of miles owned for roads Nos. 71, 73, 74 and 95.  
u Assigned to Michigan pro rata on basis of cost of reproduction less depreciation as determined in appraisal of July 1, 1914, that is, 87.35 per cent. Michigan.  
x This item is arrived at by making an arbitrary division of certain elements of cost and allocating to Michigan, and cannot therefore be taken as the actual cost for Michigan.  
y Part of Michigan United Traction Co. system.  
z Report is on file.

NOTE.—The Roads marked with \* have not reported all items shown in Summary. Where reports have been deficient the items have been supplied by the Commission by assigning road and equipment to Michigan on the basis shown in notes to items. It should be observed that this Summary cannot be taken as certainly indicating the cost of the different railroad properties nor as indicating the present fair value or any theoretical value of the same. The Summary shows the value at which the Road and Equipment is carried on the books of the different corporations. These investment accounts extend back to the original organization of the companies and have not throughout their history been kept in accordance with a uniform standard. In the case of interest-free roads the items shown have generally been assigned to Michigan by some arbitrary division, the basis of which has been in most instances shown. The L. S. & M. S. Ry. has not furnished any data for this Summary, and the table is deficient to that extent. The averages are calculated by omitting the 187.78 miles of this line.

TABLE NO. 2.—CAPITAL STOCK—ENTIRE LINE.

Number.	Railroads.	Number of shares authorized.		Par value of one share.		Total par value outstanding.			Total par value held by respondent.	
		Common.	Preferred.	Common.	Preferred.	Common.	Preferred.	Total.	In treasury.	In sinking or other funds.
1	Ann Arbor R. R.	32,500	\$40,000	\$100 00	\$100 00	\$3,250,000 00	\$4,000,000 00	\$7,250,000 00		
2	Arcadia & Betsey River Ry.	1,650		100 00		150,000 00		150,000 00		
3	Blaney & Southern Ry.	750		100 00		75,000 00		75,000 00		
4	Boyer City, Gaylord & Alpena R. R.	10,000		100 00		501,200 00		501,200 00		
5	Chicago, Kalamazoo & Saginaw Ry.	20,000		100 00		450,000 00		450,000 00		
6	Chicago, Milwaukee & St. Paul Ry.	1,688,554	1,163,049	100 00	100 00	116,855,400 00	116,274,900 00	233,130,300 00	\$343,000 00	\$91,400 00
7	Chicago & North Western Ry.	*2,000,000		100 00	100 00	132,455,530 97	22,398,954 56	154,854,485 53	2,342,336 71	
8	Cincinnati Northern R. R.	30,000		100 00		3,000,000 00		3,000,000 00		
9	Cincinnati, Wabash & Michigan Ry.			100 00		2,044,158 30		2,044,158 30		
10	Copper Range R. R.	50,000		100 00		4,244,300 00		4,244,300 00		
11	Dellray Connecting R. R.	500		100 00		50,000 00		50,000 00		
12	Dellray Terminal R. R.	500		100 00		50,000 00		50,000 00		
13	Detroit, Bay City & Western R. R.	4,500		100 00		450,000 00		450,000 00		
14	Detroit & Charlevoix R. R.	5,250		100 00		520,300 00		520,300 00		
15	Detroit & Mackinac Ry.	20,000	10,000	100 00	100 00	2,000,000 00	950,000 00	2,950,000 00		
16	Detroit Terminal R. R.	20,000		100 00		373,000 00		373,000 00		
17	Detroit, Toledo & Ironton R. R.	65,000	60,000	100 00	100 00	6,500,000 00	6,000,000 00	12,500,000 00	10,002 00	
18	Detroit & Toledo Shore Line R. R.	15,000		100 00		1,428,000 00		1,428,000 00		
19	Duluth, South Shore & Atlantic Ry.	120,000	100,000	100 00	100 00	12,000,000 00	10,000,000 00	22,000,000 00		
20	East Jordan & Southern R. R.	2,500		100 00		250,000 00		250,000 00		
21	Empire & South Eastern Ry.	2,500		100 00		92,705 00		92,705 00		
22	Erle & Michigan Ry. & Nav. Co.	6,930		100 00		693,000 00		693,000 00		
23	Esanaba & Lake Superior R. R.									
24	Grand Rapids & Indiana Ry.	60,000		100 00		5,791,700 00		5,791,700 00		
25	Muskegon, Grand Rapids & Indiana R. R.	3,500		100 00		20,000 00		20,000 00		
26	Traverse City R. R.	2,050		100 00		205,000 00		205,000 00		
Grand Trunk System:										
27	Bay City Terminal Ry.	150		100 00		15,000 00		15,000 00		
28	Chicago, Detroit & Canada G. T. Junction R. R.	10,950		100 00		1,095,000 00		1,095,000 00		
29	Cincinnati, Saginaw & Mackinaw R. R.	50,000		100 00		1,500,000 00		1,500,000 00		
30	Detroit, Grand Haven & Milwaukee Ry.	30,000		50 00		1,500,000 00		1,500,000 00		
31	Grand Rapids Terminal R. R.	500		100 00		50,000 00		50,000 00		

32	Detroit & Huron Ry.	1,480	100 00	148,000 00	.....	148,000 00	.....
33	Grand Trunk Western Ry.	60,000	100 00	6,000,000 00	.....	6,000,000 00	.....
34	Michigan Air Line Ry.	15,000	100 00	300,000 00	.....	300,000 00	.....
35	Pontiac, Oxford & Northern R. R.	10,000	100 00	1,000,000 00	.....	1,000,000 00	.....
36	Toledo, Saginaw & Muskegon Ry.	28,000	100 00	1,600,000 00	.....	1,600,000 00	.....
96	St. Clair Tunnel Co.	1,000	100 00	700,000 00	.....	700,000 00	.....
37	Houghton, Chassell & Southwestern Ry.	500	100 00	50,000 00	.....	50,000 00	.....
38	Kalamazoo, L. S. & Chicago Ry. (M. U. T. Co. lessee)	.....	.....	.....	.....	.....	.....
39	Kalamazoo, Lake Shore & Chicago Ry. (lessor)	5,000	100 00	37,400 00	.....	37,400 00	.....
40	Keweenaw Central R. R.	10,000	100 00	730,000 00	.....	730,000 00	.....
41	Lake Shore & Michigan Southern Ry.	494,665	100 00	49,466,500 00	553,500 00	50,000,000 00	3,900 00
42	Detroit & Chicago R. R.	10,000	100 00	1,000,000 00	.....	1,000,000 00	.....
43	Detroit, Hillsdale & Southwestern R. R.	13,500	100 00	1,350,000 00	.....	1,350,000 00	.....
44	Detroit, Monroe & Toledo R. R.	4,141	100 00	414,100 00	.....	414,100 00	.....
45	Detroit, Toledo & Milwaukee R. R.	15,000	100 00	1,500,000 00	.....	1,500,000 00	.....
46	Fort Wayne & Jackson R. R.	4,361	.....	436,132 00	2,291,416 00	2,727,548 00	.....
47	Kalamazoo, Allegan & Grand Rapids R. R.	6,100	100 00	610,000 00	.....	610,000 00	.....
48	Kalamazoo & White Pigeon R. R.	2,309	100 00	230,900 00	.....	230,900 00	.....
49	Northern Central Michigan R. R.	6,000	100 00	600,000 00	.....	600,000 00	.....
50	Sturgis, Goshen & St. Louis Ry.	20,000	100 00	300,000 00	.....	300,000 00	.....
51	Lake Superior & Ishpeming Ry.	10,000	100 00	1,000,000 00	.....	1,000,000 00	.....
52	Lansing Southern R. R.	500	100 00	3,100 00	.....	3,100 00	.....
53	Ludington & Northern Ry.	600	25 00	15,000 00	.....	15,000 00	.....
54	eManistee & Grand Rapids R. R.	.....	.....	.....	.....	.....	.....
55	Manistee & Luther R. R.	4,000	100 00	300,000 00	.....	300,000 00	.....
56	Manistee & North Eastern R. R.	20,000	100 00	2,000,000 00	.....	2,000,000 00	.....
57	Manistique & Lake Superior R. R.	2,500	100 00	250,000 00	.....	250,000 00	.....
58	dMichigan Ry. Co. (operating for Mich. Ry. Eng. Co.)	.....	.....	.....	.....	.....	.....
59	Michigan Central R. R.	187,380	100 00	18,738,000 00	.....	18,738,000 00	1,600 00
60	Battle Creek & Sturgis R. R.	10,000	100 00	500,000 00	.....	500,000 00	.....
61	Bay City & Battle Creek Ry.	10,000	100 00	300,000 00	.....	300,000 00	.....
62	Detroit & Bay City R. R.	12,000	100 00	600,000 00	.....	600,000 00	.....
63	Detroit Belt Line R. R.	1,009	100 00	100,000 00	.....	100,000 00	.....
64	Detroit, Delray & Dearborn R. R.	5,000	100 00	241,000 00	.....	241,000 00	.....
65	Detroit Manufacturers R. R.	3,000	100 00	300,000 00	.....	300,000 00	.....
66	Grand River Valley R. R.	10,000	100 00	491,200 00	.....	491,200 00	.....
67	Jackson, Lansing & Saginaw R. R.	20,000	100 00	2,000,000 00	.....	2,000,000 00	.....
68	Kalamazoo & South Haven R. R.	5,000	100 00	325,400 00	.....	325,400 00	.....
69	Lansing Manufacturer's R. R.	1,000	100 00	100,000 00	.....	100,000 00	.....
70	Lansing Transit Ry.	5,000	100 00	2,000 00	.....	2,000 00	.....
71	Michigan Air Line R. R.	20,000	50 00	392,750 00	.....	392,750 00	.....
72	St. Clair & Western R. R.	1,200	100 00	120,000 00	.....	120,000 00	.....

TABLE NO. 2.—CAPITAL STOCK—ENTIRE LINE.—Continued.

Number.	Railroads.	Number of shares authorized.		Par value of one share.		Total par value outstanding.			Total par value held by respondent.	
		Common.	Preferred.	Common.	Preferred.	Common.	Preferred.	Total.	In treasury.	In sinking or other funds.
73	St. Joseph, South Bend & Southern R. R.	5,000	2,500	\$100 00	\$100 00	\$480,000 00	\$164,000 00	\$644,000 00		
74	Toledo, Canada Southern & Detroit Ry.	20,000		100 00		1,547,663 00		1,547,663 00		
95	Detroit River Tunnel Co.	30,000		100 00		3,000,000 00		3,000,000 00		
75	Michigan East & West Ry.	10,000		100 00		200,000 00		200,000 00		
76	Mineral Range R. R.	15,000		100 00		1,500,000 00		1,500,000 00		
77	Minneapolis, St. Paul & Sault Ste. Marie Ry.	280,000		100 00		25,206,800 00		37,810,200 00		
78	Goschic & Montreal River R. R.	6,000		100 00	100 00	600,000 00	12,603,400 00	600,000 00		
79	Munising, Marquette & Southeastern Ry.	18,700		100 00		1,870,000 00		1,870,000 00		
80	Onaway & North Michigan Ry.									
81	Ontonagon R. R.	300		100 00		30,000 00		30,000 00		
82	Pere Marquette R. R.	162,601	122,399	100 00	100 00	16,241,200 00	12,200,000 00	\$ 28,500,000 00	\$2,172,780 00	
83	Port Huron Southern R. R.	500		100 00		50,000 00		50,000 00		
84	Quincy & Torch Lake R. R.	500		100 00		50,000 00		50,000 00		
85	Traverse City, Leelanau & Manistique Ry.	2,780		100 00		278,000 00		278,000 00		
86	Wabash R. R.	1,565,000	405,000	100 00	100 00	53,200,213 00	39,200,213 00	92,400,426 00	296,300 00	
87	Wisconsin & Michigan Ry.	15,000		100 00		1,500,000 00		1,500,000 00		
88	Wyandotte Southern R. R.	250		100 00		25,000 00		25,000 00	11,800 00	
89	Wyandotte Terminal R. R.	150		100 00		10,000 00		10,000 00		
90	Canada Southern Bridge Co.	15,000		100 00		450,000 00		450,000 00		
91	Sault Ste. Marie Bridge Co.	10,000		100 00		1,000,000 00		1,000,000 00		
92	Detroit Union R. R. Depot & Station Co.	25,000		100 00		2,250,000 00		2,250,000 00		
93	Fort Street Union Depot Co.	10,000		100 00		1,000,000 00		1,000,000 00		
94	Sainte Marie Union Depot Co.	750		100 00		75,000 00		75,000 00		
	<b>Total</b>					\$502,424,652 27	\$226,616,383 56	\$729,099,835 83	\$5,181,728 71	\$91,400 00

\*Includes preferred and scrip.

aGuaranteed stock.

bReorganized as Michigan East &amp; West Ry.

cThis company is operating temporarily during change of line to electrical equipment.

gThis amount contains an item of \$58,800.00 stock liability for conversion of stock of constituent companies.

MICHIGAN RAILROAD COMMISSION.

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TABLE NO. 2. —CAPITAL STOCK—ENTIRE LINE.—Continued.

Number.	Railroads.	Total par value not held by respondent.			Assignment to railroads.	Amount per mile of line.		Total stock and funded debt per mile of line.
		Common.	Preferred.	Total.		Miles.	Amount.	
1	Ann Arbor R. R.	\$3,250,000 00	\$4,000,000 00	\$7,250,000 00	\$7,250,000 00	302.02	\$24,005 00	\$57,200 00
2	Aradria & Betsey River Ry.	150,000 00		150,000 00	150,000 00	16.00	7,142 86	
3	Blaney & Southern Ry.	75,000 00		75,000 00	75,000 00	21.00	4,687 00	
4	Boysie City, Gaylord & Alpena R. R.	501,200 00		501,200 00	501,200 00	90.00	5,569 00	7,513 00
5	Chicago, Kalamazoo & Saginaw Ry.	450,000 00		450,000 00	450,000 00	55.67	8,083 00	30,860 00
6	Chicago, Milwaukee & St. Paul Ry.	116,850,100 00	115,845,800 00	232,695,900 00	233,130,300 00	9,639.79	24,209 00	74,769 00
7	Chicago & North Western Ry.	130,117,028 82	22,305,120 00	152,512,148 82	154,854,485 83	7,945.50	19,489 00	51,022 00
8	Cincinnati Northern R. R.	3,000,000 00		3,000,000 00	3,000,000 00	206.30	14,542 00	19,389 00
9	Cincinnati, Wabash & Michigan Ry.	2,044,158 30		2,044,158 30	2,044,158 30	203.78	10,031 00	29,660 00
10	Copper Range R. R.	4,244,300 00		4,244,300 00	4,288,384 00	118.36	35,725 00	54,916 00
11	Delray Connecting R. R.	50,000 00		50,000 00	50,000 00			
12	Delray Terminal R. R.	50,000 00		50,000 00	50,000 00	60.00	7,500 00	15,386 67
13	Delray, Bay City & Western R. R.	450,000 00		450,000 00	450,000 00	77.85	6,683 00	
14	Detroit & Charlevoix R. R.	520,300 00		520,300 00	520,300 00	404.57	7,292 00	15,325 00
15	Detroit & Mackinac Ry.	2,000,000 00	950,000 00	2,950,000 00	2,950,000 00			
16	Detroit Terminal R. R.	373,000 00		373,000 00	373,000 00	396.26	31,545 00	53,642 00
17	Detroit, Toledo & Ironton R. R.	6,500,000 00	5,989,998 00	12,489,998 00	12,500,000 00	47.60	30,000 00	91,303 00
18	Detroit & Toledo Shore Line R. R.	1,428,000 00		1,428,000 00	1,428,000 00	601.55	36,572 00	70,475 00
19	Duluth, South Shore & Atlantic Ry.	12,000,000 00	10,000,000 00	22,000,000 00	22,000,000 00	40.60	6,158 00	
20	East Jordan & Southern R. R.	250,000 00		250,000 00	250,000 00			
21	Erie & Michigan Ry. & Nav. Co.	92,705 00		92,705 00	92,705 00	140.49	4,933 00	
22	Escanaba & Lake Superior R. R.	693,000 00		693,000 00	693,000 00			
23								
24	Grand Rapids & Indiana Ry.	5,791,700 00		5,791,700 00	5,791,700 00	419.05	13,821 00	38,833 00
25	Muskegon, Grand Rapids & Indiana R. R.	20,000 00		20,000 00	20,000 00	36.85	543 00	20,896 00
26	Traverse City R. R.	205,000 00		205,000 00	205,000 00	25.86	7,927 00	24,942 00
Grand Trunk Railway System:								
27	Bay City Terminal Ry.	15,000 00		15,000 00	15,000 00	1.19	1,260 00	
28	Chicago, Detroit & Canada G. T. Junction R. R.	1,095,000 00		1,095,000 00	1,095,000 00	60.00	18,250 00	
29	Cincinnati, Saginaw & Mackinaw R. R.	1,500,000 00		1,500,000 00	1,500,000 00	52.97	28,318 00	
30	Detroit, Grand Haven & Milwaukee Ry.	1,500,000 00		1,500,000 00	1,500,000 00	189.00	7,937 00	35,450 00
31	Grand Rapids Terminal R. R.	50,000 00		50,000 00	50,000 00	1.52	32,895 00	

TABLE NO. 2.—CAPITAL STOCK—ENTIRE LINE.—Concluded.

Number.	Railroads.	Total par value not held by respondent.			Assignment to railways.	Amount per mile of line.		Total stock and funded debt per mile of line.
		Common.	Preferred.	Total.		Miles.	Amount.	
32	Detroit & Huron Ry.	\$148,000 00		\$148,000 00	\$148,000 00	18.59	\$7,981 00	
33	Grand Trunk Western Ry.	6,000,000 00		6,000,000 00	6,000,000 00	332.64	18,038 00	\$184,958 00
34	Michigan Air Line Ry.	300,000 00		300,000 00	300,000 00	105.60	2,841 00	
35	Pontiac, Oxford & Northern R. R.	1,000,000 00		1,000,000 00	1,000,000 00	100.59	9,941 00	13,918 00
36	Toledo, Saginaw & Muskegon Ry.	1,600,000 00		1,600,000 00	1,600,000 00	95.91	16,682 00	34,011 00
36	St. Clair Tunnel Co.	700,000 00		700,000 00	700,000 00			
37	Houghton, Chassell & Southwestern Ry.	50,000 00		50,000 00	50,000 00	14.50	3,448 00	
38	Kalamazoo, Lake Shore & Chicago Ry. (M. U. T. Co. lessee)							
39	Kalamazoo, Lake Shore & Chicago Ry. (lessor)	37,400 00		37,400 00	37,400 00		1,773 00	20,285 00
40	Keweenaw Central R. R.	730,000 00		730,000 00	730,000 00	36.09	20,227 00	34,081 00
41	Lake Shore & Michigan Southern Ry.	49,462,600 00	\$533,500 00	49,996,100 00	50,000,000 00	1,126.65	44,379 00	194,463 00
42	Detroit & Chicago R. R.	1,000,000 00		1,000,000 00	1,000,000 00	25.22	39,651 00	
43	Detroit, Hillsdale & Southwestern R. R.	1,350,000 00		1,350,000 00	1,350,000 00	64.72	20,859 00	
44	Detroit, Monroe & Toledo R. R.	414,100 00		414,100 00	414,100 00	51.43	8,052 00	
45	Detroit, Toledo & Milwaukee R. R.	1,500,000 00		1,500,000 00	1,500,000 00	94.13	15,935 00	
46	Fort Wayne & Jackson R. R.	436,132 00	2,291,416 00	2,727,548 00	2,727,548 00	97.53	27,966 25	
47	Kalamazoo, Allegan & Grand Rapids R. R.	610,000 00		610,000 00	610,000 00	58.45	10,436 00	24,807 00
48	Kalamazoo & White Pigeon R. R.	230,900 00		230,900 00	230,900 00	36.54	6,319 00	17,266 00
49	Northern Central Michigan R. R.	600,000 00		600,000 00	600,000 00	61.34	9,782 00	
50	Sturgis, Goshen & St. Louis Ry.	300,000 00		300,000 00	300,000 00	28.92	10,373 00	21,507 00
51	Lake Superior & Ishpeming Ry.	1,000,000 00		1,000,000 00	1,000,000 00	34.34	29,120 00	61,822 00
52	Lansing Southern R. R.	3,100 00		3,100 00	3,100 00	2.04	1,519 60	1,519 60
53	Ludington & Northern Ry.	15,000 00		15,000 00	15,000 00	7.30	2,055 00	4,575 00
54	Manistee & Grand Rapids R. R.							
55	Manistee & Luther R. R.	300,000 00		300,000 00	300,000 00	45.00	6,667 00	6,666 67
56	Manistee & North Eastern R. R.	2,000,000 00		2,000,000 00	2,000,000 00	182.56	10,955 00	18,246 00
57	Manistique & Lake Superior R. R.	250,000 00		250,000 00	250,000 00	68.43	3,653 00	19,728 00
58	Michigan Ry. Co. (operating for Mich. Ry. Eng. Co.)							
59	Michigan Central R. R.	18,736,400 00		18,736,400 00	18,738,000 00	270.07	69,392 00	57,968 00
60	Battle Creek & Sturgis R. R.	500,000 00		500,000 00	500,000 00	40.99	12,198 00	24,396 00
61	Bay City & Battle Creek Ry.	300,000 00		300,000 00	300,000 00	18.00	16,667 00	30,556 00
62	Detroit & Bay City R. R.	600,000 00		600,000 00	600,000 00	169.80	3,534 00	3,534 00
63	Detroit Belt Line R. R.	150,000 00		100,000 00	100,000 00	4.39	22,779 00	22,779 00



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64	Detroit, Delray & Dearborn R. R.	241,000 00	241,000 00	241,000 00	241,000 00	29,571 00	29,571 00
65	Detroit Manufacturers' R. R.	300,000 00	300,000 00	300,000 00	300,000 00	198,675 00	198,675 00
66	Grand River Valley R. R.	491,200 00	491,200 00	491,200 00	491,200 00	5,862 00	5,862 00
67	Jackson, Lansing & Saginaw R. R.	2,000,000 00	2,000,000 00	2,000,000 00	2,000,000 00	5,404 00	5,404 00
68	Kalamazoo & South Haven R. R.	325,400 00	325,400 00	325,400 00	325,400 00	8,238 00	8,238 00
69	Lansing Manufacturer's R. R.	100,000 00	100,000 00	100,000 00	100,000 00	12,579 00	12,579 00
70	Lansing Transit Ry.	2,000 00	2,000 00	2,000 00	2,000 00	1,600 00	1,600 00
71	Michigan Air Line R. R.	392,750 00	392,750 00	392,750 00	392,750 00	3,410 00	3,410 00
72	St. Clair & Western R. R.	120,000 00	120,000 00	120,000 00	120,000 00	8,119 00	8,119 00
73	St. Joseph, South Bend & Southern R. R.	480,000 00	644,000 00	644,000 00	644,000 00	16,020 00	16,020 00
74	Toledo, Canada Southern & Detroit Ry.	1,547,663 00	1,547,663 00	1,547,663 00	1,547,663 00	79,311 00	79,311 00
75	Detroit River Tunnel Co.	3,000,000 00	3,000,000 00	3,000,000 00	3,000,000 00	1,239,669 00	8,677,685 00
76	Michigan East & West Ry.	200,000 00	200,000 00	200,000 00	200,000 00	2,597 00	2,597 00
77	Mineral Range R. R.	1,500,000 00	1,500,000 00	1,500,000 00	1,500,000 00	38,169 00	38,169 00
78	Minneapolis St. Paul & Sault Ste. Marie Ry.	25,206,800 00	37,810,200 00	37,810,200 00	37,810,200 00	41,333 00	41,333 00
79	Gogebic & Montreal River R. R.	600,000 00	600,000 00	600,000 00	600,000 00	183,265 00	183,265 00
80	Munising, Marquette & Southeastern Ry.	1,870,000 00	1,870,000 00	1,870,000 00	1,870,000 00	13,647 00	20,029 00
81	Onaway & North Michigan Ry.	30,000 00	30,000 00	30,000 00	30,000 00	4,525 00	4,525 00
82	Ontonagon R. R.	14,370,430 00	26,327,210 00	26,327,210 00	26,327,210 00	52,147 00	52,147 00
83	Pere Marquette R. R.	50,000 00	50,000 00	50,000 00	50,000 00	13,938 00	13,938 00
84	Port Huron Southern R. R.	11,897,980 00	11,897,980 00	11,897,980 00	11,897,980 00	2,044.78	2,044.78
85	Quincy & Torch Lake R. R.	50,000 00	50,000 00	50,000 00	50,000 00	8,064 00	8,064 00
86	Traverse City, Leelanau & Manistique Ry.	278,000 00	278,000 00	278,000 00	278,000 00	11,564 00	11,564 00
87	Wabash R. R.	52,924,913 00	92,104,126 00	92,104,126 00	92,104,126 00	45,264 00	98,754 00
88	Wisconsin & Michigan Ry.	1,488,200 00	1,488,200 00	1,488,200 00	1,488,200 00	13,089 00	46,843 00
89	Wyandotte Southern R. R.	25,000 00	25,000 00	25,000 00	25,000 00	13,089 00	46,843 00
90	Wyandotte Terminal R. R.	10,000 00	10,000 00	10,000 00	10,000 00	180,000 00	180,000 00
91	Canada Southern Bridge Co.	450,000 00	450,000 00	450,000 00	450,000 00	180,000 00	180,000 00
92	Sault Ste. Marie Bridge Co.	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00	11,564 00	11,564 00
93	Detroit Union R. R. Depot & Station Co.	2,250,000 00	2,250,000 00	2,250,000 00	2,250,000 00	45,264 00	98,754 00
94	Fort Street Union Depot Co.	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00	13,089 00	46,843 00
95	Saulte Marie Union Depot Co.	75,000 00	75,000 00	75,000 00	75,000 00	13,089 00	46,843 00
	Totals.	\$497,917,480 12	\$225,850,427 00	\$723,826,707 12	\$729,143,919 83	\$22,325 00	\$63,064 00

This amount contains an item of \$53,800.00 stock liability for conversion of stock of constituent companies.

TABLE NO. 3.—RECAPITULATION OF FUNDED DEBT—ENTIRE LINE—BONDS OR OBLIGATIONS OUTSTANDING.

Number	Railroads.	Mortgage bonds par value.	Collateral trust bonds, par value.	Plain bonds debentures and notes.	Income bonds, par value.	Miscellaneous funded obligations.	Equipment trust obligations.	Total par value outstanding.
1	Ann Arbor R. R.	\$8,500,000 00	\$750,000 00	\$22,500 00	.....	.....	\$753,000 00	\$10,025,500 00
4	Bayne City, Cayford & Alpena R. R.	1,175,000 00	.....	.....	.....	.....	.....	1,175,000 00
5	Chicago, Kalamazoo & Saginaw Ry.	1,268,000 00	.....	.....	.....	.....	.....	1,268,000 00
6	Chicago, Milwaukee & St. Paul Ry.	355,334,500 00	.....	131,545,654 00	.....	.....	.....	486,880,154 00
7	Chicago & North Western Ry.	187,713,000 00	29,736,000 00	19,695,000 00	.....	.....	13,400,000 00	250,544,000 00
8	Cincinnati Northern R. R.	1,000,000 00	.....	.....	.....	.....	.....	1,000,000 00
9	Cincinnati, Wabash & Michigan Ry.	4,000,000 00	.....	.....	.....	.....	.....	4,000,000 00
10	Copper Range R. R.	2,280,000 00	.....	.....	.....	.....	.....	2,280,000 00
13	Detroit, Bay City & Western R. R.	460,000 00	.....	.....	.....	.....	13,200 00	473,200 00
15	Detroit & Mackinac Ry.	3,250,000 00	.....	.....	.....	.....	.....	3,250,000 00
17	Detroit, Toledo & Ironton R. R.	8,450,000 00	.....	.....	.....	\$306,000 00	.....	8,756,000 00
18	Detroit & Toledo Shore Line R. R.	2,918,000 00	.....	.....	.....	.....	.....	2,918,000 00
19	Duluth, South Shore & Atlantic Ry.	20,000,000 00	.....	.....	.....	.....	499,600 00	20,499,600 00
24	Grand Rapids & Indiana Ry.	10,375,000 00	.....	.....	.....	.....	121,190 00	10,496,190 00
25	Muskegon, Grand Rapids & Indiana R. R.	750,000 00	.....	.....	.....	.....	.....	750,000 00
26	Traverse City R. R.	250,000 00	.....	.....	\$190,000 00	.....	.....	440,000 00
30	Grand Trunk Railway System:	.....	.....	.....	.....	.....	.....	.....
33	Detroit, Grand Haven & Milwaukee Ry.	5,200,000 00	.....	.....	.....	.....	.....	5,200,000 00
35	Grand Trunk Western Ry.	48,871,720 00	.....	.....	.....	150,000 00	.....	49,021,720 00
36	Pontiac, Oxford & Northern R. R.	400,000 00	.....	.....	.....	.....	.....	400,000 00
96	Toledo, Saginaw & Muskegon Ry.	1,682,000 00	.....	.....	.....	.....	.....	1,682,000 00
96	St. Clair Tunnel Co.	2,500,000 00	.....	.....	.....	.....	.....	2,500,000 00
37	Houghton, Chassell & Southwestern Ry.	.....	.....	25,000 00	.....	.....	.....	25,000 00
39	Kalamazoo, Lake Shore & Chicago Ry.	390,000 00	.....	.....	.....	.....	.....	390,000 00
40	Keweenaw Central R. R.	500,000 00	.....	.....	.....	.....	.....	500,000 00
41	Lake Shore & Michigan Southern Ry.	50,400,000 00	.....	100,000,000 00	.....	.....	18,693,029 00	169,093,029 00
47	Kalamazoo, Allegan & Grand Rapids R. R.	840,000 00	.....	.....	.....	.....	.....	840,000 00
48	Kalamazoo & White Pigeon R. R.	400,000 00	.....	.....	.....	.....	.....	400,000 00
50	Sturgis, Goshen & St. Louis Ry.	322,000 00	.....	.....	.....	.....	.....	322,000 00
51	Lake Superior & Ishpeming Ry.	1,123,000 00	.....	.....	.....	.....	.....	1,123,000 00
53	Ludington & Northern Ry.	33,000 00	.....	.....	.....	.....	.....	33,000 00
56	Manistee & North Eastern R. R.	1,331,000 00	.....	.....	.....	.....	.....	1,331,000 00
57	Manistique & Lake Superior R. R.	.....	.....	.....	1,100,000 00	.....	.....	1,100,000 00

59	Michigan Central R. R.	26,014,000 00	7,634,000 00	10,985,727 50	44,643,727 50
60	Battle Creek & Sturgis R. R.	500,000 00			500,000 00
61	Bay City & Battle Creek Ry.	250,000 00			250,000 00
69	Lansing Manufacturer's R. R.	75,000 00			75,000 00
74	Toledo, Canada Southern & Detroit Ry.	3,100,000 00			3,100,000 00
95	Detroit River Tunnel Co.	18,000,000 00			18,000,000 00
76	Mineral Range R. R.	1,927,000 00		448,516 65	2,375,516 65
77	Minneapolis, St. Paul & Sault Ste. Marie Ry.	98,785,000 00		7,057,000 00	87,011,600 00
78	Gogebic & Montreal River R. R.	390,000 00	130,000 00		520,000 00
79	Munising, Marquette & Southeastern Ry.	1,160,000 00		45,000 00	1,205,000 00
82	Pere Marquette R. R.	69,955,000 00	5,870,000 00	2,304,165 00	78,129,165 00
86	Wabash R. R.	104,706,149 00	1,256,000 00	3,232,000 00	110,194,149 00
87	Wisconsin & Michigan Ry.	2,751,000 00	1,117,245 00		3,868,245 00
91	Sault Ste. Marie Bridge Co.	900,000 00			900,000 00
93	Fort Street Union Depot Co.	1,312,000 00			1,312,000 00
	Total	\$1,020,521,369 00	\$47,525,600 00	\$57,562,428 15	\$1,388,780,796 15

TABLE NO. 3.—RECAPITULATION OF FUNDED DEBT—ENTIRE LINE.—Concluded.

Number.	Railroads.	Total par value held by respondent.		Total par value not held by respondent.	Interest, during year.		Funded debt assigned to railways.	Amount per mile of line.	
		Pledged or in treasury.	In sinking or other funds.		Amount accrued and charged to income.	Amount paid during year.		Miles.	Funded debt outstanding.
1	Ann Arbor R. R.	\$1,615,000 00		\$8,305,500 00	\$327,782 91	\$323,465 00	\$10,025,500 00	302.02	\$33,195 00
4	Boone City, Gaylord & Alpena R. R.	105,000 00		175,000 00	10,500 00	10,500 00	175,000 00	90.00	1,944 00
5	Chicago, Kalamazoo & Saginaw Ry.			1,268,000 00	50,720 00	50,720 00	1,268,000 00	55.87	22,777 00
6	Chicago, Milwaukee & St. Paul Ry.	153,572,500 00	\$2,081,200 00	331,226,454 00	13,254,822 89	13,609,363 33	486,880,154 00	9,629.79	50,960 00
7	Chicago & North Western Ry.	\$31,492,000 00	3,073,500 00	211,800,500 00	9,239,007 59	8,977,807 48	250,544,000 00	7,945.50	31,533 00
8	Cincinnati Northern R. R.	4,173,000 00		1,000,000 00	40,000 00	40,000 00	1,000,000 00	208.30	4,847 00
9	Cincinnati, Walsh & Michigan Ry.			4,000,000 00	160,000 00	160,000 00	4,000,000 00	203.78	19,029 00
10	Copper Range R. R.			2,280,000 00	114,000 00	114,000 00	2,271,450 00	118.36	19,191 00
13	Detroit, Bay City & Western R. R.			473,200 00	20,216 13	18,193 83	473,200 00	60.00	7,889 67
15	Detroit & Mackinac Ry.	950,000 00		2,300,000 00	92,000 00	92,000 00	3,250,000 00	404.57	8,033 00
17	Detroit, Toledo & Ironton R. R.	371,132 00		8,384,883 00	6,825 00	4,560 00	8,758,000 00	396.26	22,097 00
18	Detroit & Toledo Shore Line R. R.	82,000 00		2,918,000 00	112,520 00	99,920 00	2,918,000 00	47.94	61,803 00
19	Duluth, South Shore & Atlantic Ry.			20,499,600 00	885,888 67	283,332 00	b 20,394,210 70	601.55	33,903 00
24	Grand Rapids & Indiana Ry.			10,496,190 00	438,734 50	438,664 50	c 10,480,920 00	419.05	25,012 00
25	Muskegon, Grand Rapids & Indiana R. R.			750,000 00	37,500 00	37,500 00	750,000 00	36.58	20,353 00
26	Traverse City R. R.			440,000 00	7,500 00	7,500 00	440,000 00	25.86	17,015 00
30	Grand Trunk Railway System:								
	Detroit, Grand Haven & Milwaukee Ry.	1,000 00		5,199,000 00	311,940 00	314,079 00	5,200,000 00	189.00	27,513 00
33	Grand Trunk Western Ry.	15,000,000 00		26,683,720 00	1,104,589 34	1,103,855 68	48,371,720 00	332.64	146,920 00
35	Pontiac, Oxford & Northern R. R.			400,000 00	24,000 00	24,000 00	400,000 00	100.59	3,977 00
36	Toledo, Saginaw & Muskegon Ry.			1,662,000 00	83,100 00	83,100 00	1,662,000 00	96.91	17,329 00
96	St. Clair Tunnel Co.			2,500,000 00	125,000 00	125,000 00	2,500,000 00		
37	Houghton, Chassell & Southwestern Ry.			25,000 00	304 50	304 50			
39	Kalamazoo, Lake Shore & Chicago Ry.			390,000 00	19,500 00		390,000 00	21.09	18,492 00
40	Keweenaw Central R. R.	500,000 00					500,000 00	36.09	13,854 00
41	Lake Shore & Michigan Southern Ry.			169,093,029 00	6,606,531 67	6,633,993 41	169,093,029 00	1,126.65	150,084 00
47	Kalamazoo, Allegan & Grand Rapids R. R.			840,000 00	42,000 00	42,000 00	840,000 00	58.45	14,371 00
48	Kalamazoo & White Pigeon R. R.			400,000 00	9,600 00	d	400,000 00	36.54	10,947 00
50	Sturgis, Goshen & St. Louis Ry.			322,000 00	9,600 00	9,660 00	322,000 00	28.92	11,134 00

51	Lake Superior & Ishpeming Ry.	.....	1,123,000 00	72,024 34	74,932 32	1,123,000 00	34 34	32,702 00
52	Ladington & Northern Ry.	.....	33,000 00	1,980 00	1,980 00	18,400 00	7 30	2,520 00
53	Manitowish & Northern Ry.	.....	1,331,000 00	67,500 56	67,500 56	1,331,000 00	182 56	7,291 00
54	Manitowish & Lake Superior R. R.	.....	1,100,000 00	11,000 00	22,000 00	1,100,000 00	68 43	16,075 00
55	Michigan Central R. R.	.....	44,643,727 50	1,785,899 85	1,788,179 92	44,643,727 00	1,092 39	40,831 00
56	Battle Creek & Sault Ste. Marie R. R.	.....	500,000 00	15,000 00	15,000 00	500,000 00	40 00	12,108 00
57	Bay City & Battle Creek Ry.	.....	250,000 00	7,500 00	7,500 00	250,000 00	15 00	13,880 00
58	Lansing & Northern Ry.	.....	75,000 00	2,750 00	3,750 00	75,000 00	7 05	9,434 00
59	Lansing & Manufacturers R. R.	.....	3,100,000 00	64,000 00	64,000 00	3,100,000 00	58 60	52,901 00
60	Toledo, Canada Southern & Detroit Ry.	.....	18,000,000 00	692,225 00	692,225 00	18,000,000 00	2 42	7,438,016 00
61	Detroit River Tunnel Co.	.....	2,369,516 65	103,228 41	90,565 21	2,367,717 20	101 33	23,366 00
62	Mineral Range R. R.	.....	87,011,000 00	3,402,691 83	3,357,724 50	87,011,600 00	3,016 91	28,813 00
63	Minnesota, St. Paul & Sault Ste. Marie Ry.	.....	520,000 00	.....	.....	520,000 00	6 86	75,802 00
64	Cogebie & Montreal River R. R.	.....	1,205,000 00	58,551 64	58,551 64	874,512 00	137 02	6,382 00
65	Munising, Marquette & Southeastern Ry.	.....	68,976,165 00	3,192,903 29	1,101,830 12	78,129,165 00	2,044 78	38,209 00
66	Pere Marquette R. R.	.....	102,504,240 00	3,157,622 35	3,157,622 35	109,194,149 00	2,041 38	53,490 00
67	Wabash R. R.	.....	3,518,245 00	.....	.....	3,868,245 00	114 60	33,754 00
68	Wisconsin & Michigan Ry.	.....	.....	.....	.....	.....	.....	.....
69	Sault Ste. Marie Bridge Co.	.....	273,000 00	32,034 58	45,000 00	900,000 00	.....	.....
70	Fort Street Union Depot Co.	.....	1,295,000 00	60,600 00	60,600 00	1,312,000 00	.....	.....
71	Total	.....	\$1,152,014,555 15	\$45,853,514 75	\$43,212,780 35	\$1,388,123,708 90	31,548 90	\$43,999 00

aPledged as collateral.  
 b\$105,389.50 additional is assigned to other properties.  
 c\$15,260 additional is assigned to other properties.  
 dReported by L. S. & M. S. Ry.  
 e\$330,488.00 additional is assigned to other properties.

TABLE NO. 4.—OPERATING REVENUES—MICHIGAN-REVENUES FROM TRANSPORTATION.

Number.	Railroads.	Freight revenue.	Passenger revenue.	Excess baggage revenue.	Parlor and chair car revenue.	Mail revenue.	Express revenue.	Milk revenue (on passenger trains).	Other passenger service train revenue.	Total passenger service train revenue.
1	Ann Arbor R. R.	\$1,379,560 55	\$524,972 30	\$5,672 65	\$2,345 21	\$40,335 01	\$35,294 40	\$25,280 53	\$86 90	\$663,987 09
2	Arcadia & Beley River Ry.	17,331 41	3,213 52	55 57		804 92	136 78			4,310 33
3	Blaney & Southern Ry.	11,119 42	736 86							786 95
4	Boyer City, Gaylord & Alpena R. R.	283,728 61	19,198 35	385 32		1,157 27	2,080 40	17 75		22,784 07
5	Chicago, Kalamazoo & Saginaw Ry.	48,819 27	45,336 85	497 06		3,676 35	2,028 46	1,065 14	4 65	52,009 41
6	Chicago, Milwaukee & St. Paul Ry.	704,809 00	122,671 98	775 33		20,470 04	18,531 51	5,16 44	143 20	161,122 48
7	Chicago & North Western Ry.	2,616,293 79	428,587 05	4,338 17		50,712 70	58,765 77	4,578 52	1,207 48	544,199 69
8	Cincinnati Northern R. R.	141,235 05	57,912 92	419 88		3,191 36	3,729 94	336 47	50	65,491 07
9	Cincinnati, Warsaw & Michigan Ry.	459,122 35	17,074 85	188 50		4,622 18	17,426 77	284 62	31 37	39,438 02
10	Copper Range R. R.	345,632 22	116,596 98	419 10		5,860 65	6,140 01			128,038 34
11	Delray Connecting R. R.									
12	Delray Terminal R. R.									
13	Detroit, Bay City & Western R. R.	86,688 92	30,300 53	179 35		1,829 46	1,133 53			42,343 17
14	Detroit & Mackinac R. R.	79,041 29	12,577 18	171 29		1,902 00	1,555 63	6 26	9 17	15,219 53
15	Detroit & Mackinac Ry.	795,306 34	336,571 93	4,057 15	2,118 25	34,331 99	18,370 20	1,309 59		396,799 11
16	Detroit Terminal R. R.	350,089 39	26,888 35	234 21		4,709 16	4,308 66	1,331 90	44 90	37,517 24
17	Detroit, Toledo & Ironton R. R.	1,130,893 39								1,084,014 05
18	Detroit & Toledo Shore Line R. R.	1,818,060 76	954,036 98	8,410 92		54,434 12	29,658 90	315 72	7,157 41	
19	Duluth, South Shore & Atlantic Ry.									
20	East Jordan & Southern R. R.	77,518 05	7,454 51	139 72		947 13	372 30			8,913 75
21	Empire & South Eastern R. R.	14,338 89	2,393 60	46 50		440 88	340 76			3,239 73
22	Erre & Michigan Ry. & N. Co.	39,499 95	945 72			184 80	45 60			1,178 12
23	Escanaba & Lake Superior R. R.	326,075 10	28,807 00			2,699 40	379 00			31,985 40
24	Grand Rapids & Indiana Ry.	2,237,374 02	1,442,788 85	20,978 82		68,766 21	99,345 61	16,440 49	1,915 78	1,680,235 26
25	Grand Trunk System:									
26	Chicago, Detroit & Canada G. T. June R. R.	679,098 73	186,353 10	1,969 22	702 71	11,558 19	7,219 30	9,436 15		220,238 67
27	Cincinnati, Saginaw & Mackinac R. R.	161,681 71	68,827 07	1,094 44		6,865 97	6,017 84	32 82	26 90	82,025 04
28	Detroit, Grand Haven & Milwaukee Ry.	1,544,811 23	651,055 99	8,111 85	9,937 39	31,887 50	60,874 94	9,100 18	69 08	770,836 93
29	Detroit & Huron Ry.	2,654 13	4,370 97	50 46			313 44			3,284 87
30	Grand Trunk Western Ry.	3,243,023 44	1,489,559 88	15,887 22		81,539 07	84,763 88	515 17	358 11	1,672,423 33
31	Michigan Air Line Ry.	142,772 59	48,065 98	729 77		7,214 52	7,148 38	1,740 80		64,995 68
32	Pontiac, Oxford & Northern R. R.	127,541 49	95,503 63	1,234 74		8,818 33	6,900 76			112,457 46
33	Toledo, Saginaw & Muskegon Ry.	116,990 66	37,533 48	657 70		7,247 42	4,436 13	60 48		49,935 21
34	St. Clair Tunnel Co.									

37	Houghton, Chassel & Southwestern R. R.	20,493 95	60,402 47	892 88	.....	1,958 90	3,973 39	324 82	.....	67,552 46
38	Kalamazoo, Lake Shore & Chicago Ry.	58,673 06	8,863 52	1 02	.....	542 12	177 16	.....	.....	9,673 82
40	Keweenaw Central R. R.	7,229 01	1,404 42	26,482 82	.....	477,401 14	258,360 15	10,857 24	2,584 74	2,180,028 10
41	Lake Shore & Michigan Southern Ry.	2,097,770 16	3,763 61	21 88	.....	.....	438 57	4 06	.....	4,228 12
51	Lake Superior & Ishpeming Ry.	431,202 14	7,796 49	.....	.....	.....	.....	.....	.....	7,796 49
53	Ludington & Grand Rapids R. R.	5,304 63	2,948 01	29 77	.....	1,047 75	196 00	259 96	.....	4,381 49
54	Manistee & Luthier R. R.	53,734 01	.....	.....	.....	.....	.....	.....	.....	.....
55	Manistee & Luthier R. R.	72,257 06	108,499 07	1,314 59	.....	8,079 48	4,455 95	832 96	.....	120,181 15
56	Manistee & North Eastern R. R.	430,519 19	9,634 55	55 19	.....	1,618 08	151 45	.....	.....	11,489 27
57	Manistee & Lake Superior R. R.	139,385 77	2,860 86	27 19	25 00	1,894 36	169 69	1 22	1 17	5,009 29
58	Michigan Ry. Co.	17,853 74	.....	.....	.....	.....	.....	.....	.....	.....
59	Michigan Central R. R.	11,209,873 15	5,321,669 12	81,794 74	.....	270,293 18	858,097 17	45,815 90	61,518 72	6,639,098 83
75	Michigan East & West Ry.	40,238 60	3,427 72	47 05	.....	3,573 54	239 36	19 46	.....	5,318 13
76	Mineral Range R. R.	449,300 94	38,514 20	597 12	.....	3,588 91	3,067 46	17 80	282 17	46,227 36
77	Minneapolis, St. Paul & Sault Ste. Marie Ry.	934,347 34	237,223 76	2,515 86	.....	23,589 49	28,245 99	76 27	68 19	294,029 06
79	Munsing, Marquette & Southeastern Ry.	414,302 48	73,943 12	570 89	.....	4,619 72	9,845 98	957 37	.....	89,536 68
81	Ontonagon R. R.	9,445 01	.....	.....	.....	216 10	.....	.....	.....	216 10
82	Pere Marquette R. R.	8,658,573 95	3,067,081 01	39,600 00	47,541 63	213,184 70	323,759 15	85,099 33	1,299 22	3,777,565 04
83	Port Huron Southern R. R.	.....	.....	.....	.....	.....	.....	.....	.....	.....
85	Traverse City, Leelanau & Manistee Ry.	8,580 62	16,284 32	186 27	.....	1,190 02	354 76	239 10	.....	16,964 95
86	Wabash R. R.	1,325,280 79	430,502 29	3,514 00	12 67	17,159 70	44,813 56	28,561 42	294 82	594,888 46
87	Wisconsin & Michigan Ry.	38,061 35	1,390 14	19 61	.....	916 45	176 52	185 57	.....	2,688 29
88	Wyandotte Southern R. R.	.....	.....	.....	.....	.....	.....	.....	.....	.....
89	Wyandotte Terminal R. R.	.....	.....	.....	.....	.....	.....	.....	.....	.....
94	Sainte Marie Union Depot Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Total, Upper Peninsula	\$8,265,664 68	\$2,095,321 42	\$17,654 59	.....	\$174,156 78	\$147,607 92	\$6,651 45	\$8,843 45	\$2,380,235 61
	Total, Lower Peninsula	36,587,597 41	15,544,366 78	216,671 19	\$62,682 86	1,315,239 49	1,555,569 49	239,029 82	68,246 03	19,301,795 66
	Total, Michigan	\$44,853,262 09	\$17,569,718 20	\$224,325 78	\$62,682 86	\$1,489,416 27	\$2,003,117 41	\$245,681 27	\$77,089 48	\$21,682,031 27

sThis road shows operations to November 24, 1913, on which date it was transferred to Michigan East & West Ry.

TABLE NO. 4.—OPERATING REVENUE—MICHIGAN.—Concluded.

Number.	Railroads.	Revenue from transportation.			Total revenue from transportation.	Total revenue from operations other than transportation.	Joint facilities debit.	Joint facilities credit.	Total operating revenues, Michigan.	Total operating revenues, entire line.
		Switching revenue.	Special service train revenue.	Miscellaneous transportation revenue.						
1	Ann Arbor R. R.	\$21,626 27	\$267 55	\$3,241 20	\$2,038,632 76	\$16,401 58			\$2,055,084 34	\$2,096,169 26
2	Arcadia & Beley River Ry.	50 00			21,695 94	200 63			21,896 57	21,896 57
3	Blaney & Southern Ry.				11,903 37				11,903 37	11,903 37
4	Boyer City, Gaylord & Alpena R. R.	8,858 78	1,214 60		286,586 06	5,866 95			292,453 01	292,453 01
5	Chicago, Kalamazoo & Saginaw Ry.	98,906 87	125 00	217 50	200,078 05	5,255 24			205,333 29	205,333 29
6	Chicago, Milwaukee & St. Paul Ry.	6,836 63	532 50	198 81	875,499 42	7,625 60			883,125 02	91,782,690 74
7	Chicago & North Western Ry.	28,155 38	3,751 00	1,905 72	3,194,215 58	213,931 91	\$0 43	\$27 50	3,408,224 56	83,677,050 79
8	Cincinnati Northern R. R.	3,708 00			210,434 12	425 80			210,859 92	1,459,278 21
9	Cincinnati, Wabash & Michigan Ry.	2,499 00		14	101,059 51	1,394 23			102,453 74	1,340,555 14
10	Copper Range R. R.	7,770 05	285 00		481,725 61	27,264 17			508,989 78	508,989 78
11	Delray Connecting R. R.	139,655 50			139,655 50	70 00			139,725 50	139,725 50
12	Delray Terminal R. R.	18,096 00			18,096 00				18,096 00	18,096 00
13	Detroit, Bay City & Western R. R.	62 00			129,094 09	3,983 54			133,077 63	133,077 63
14	Detroit & Charlevoix R. R.	145 00			94,405 82	523 08			94,928 90	94,928 90
15	Detroit & Mackinac Ry.	5,957 51	882 00	1,803 00	1,200,707 96	7,392 25	893 50	3,126 71	1,210,333 42	1,210,333 42
16	Detroit Terminal R. R.	326,257 50	15 00	411 25	326,683 75	24,018 77			350,702 52	350,702 52
17	Detroit, Toledo & Ironton R. R.	9,777 30	59 10	973 59	298,398 62	2,271 53			300,668 15	1,542,734 20
18	Detroit & Toledo Shore Line R. R.	2,437 14			1,133,330 53	8,238 07			1,141,568 60	1,544,329 82
19	Duluth, South Shore & Atlantic Ry.	8,614 94	2,436 67	3,503 84	2,896,630 26	67,283 84	697 41	2,941 92	2,956,158 61	3,412,575 38
20	East Jordan & Southern R. R.				86,431 80				86,431 80	86,431 80
21	Empire & South Eastern R. R.	45 25			17,621 88	1,155 81			18,777 69	18,777 69
22	Erie & Michigan Ry. & Nav. Co.	8,282 59			48,968 66	177 52			49,136 18	49,136 18
23	Escanaba & Lake Superior R. R.	341 00			358,401 50	800 37			359,201 87	359,201 87
24	Grand Rapids & Indiana Ry.	44,498 86	1,038 84	21,080 61	3,964,227 59	55,447 51	12,118 03		3,997,557 07	5,538,494 08
25	Grand Trunk System:									
26	Chicago, Detroit & Canada G. T. Junc. R. R.	104,297 48	1,634 55	96 56	1,005,366 29	11,240 39			1,016,606 68	1,016,606 68
27	Cincinnati, Saginaw & Mackinaw R. R.	5,282 40	405 04	832 30	2,511,926 49	2,645 50			2,537,771 99	2,537,771 99
28	Detroit, Grand Haven & Milwaukee Ry.	172,156 40	1,103 70	3,025 36	2,491,933 62	62,446 85			2,554,380 47	2,554,380 47
29	Detroit & Huron Ry.				7,889 00	2 50			7,891 50	7,891 50
30	Grand Trunk Western Ry.	13,262 27	2,885 00	1,175 57	4,932,769 61	20,506 48			4,953,276 09	7,184,559 23
31	Michigan Air Line Ry.	5,433 06	112 87	252 00	213,566 17	2,170 91			215,737 08	215,737 08
32	Pontiac, Oxford & Northern R. R.	11,540 00		144 65	251,683 60	1,374 48			253,058 08	253,058 08
33	Toledo, Saginaw & Muskegon Ry.	3,207 93	342 38	401 00	170,886 18	2,071 20			172,957 38	172,957 38
34	St. Clair Tunnel Co.	173,160 50			173,160 50	724 75			173,885 25	347,770 50



37	Houghton, Chasell & Southwestern R. R.	887 31	49 10	20,493 95	1,799 07	20,393 95	20,493 95
38	Kalamazoo, Lake Shore & Chicago Ry.			127,161 93	111 00	17,013 83	128,961 00
40	Keweenaw Central R. R.	102,268 92	15,599 70	4,397,997 19	49,965 38	4,447,962 57	53,344,156 73
41	Lake Shore & Michigan Southern Ry.	4,436 44	83,853 58	523,700 28	810 57	524,510 85	524,510 85
51	Lake Superior & Ishpeming Ry.	8,645 94	2,358 50	24,105 56		24,105 56	24,105 56
53	Ludington & Grand Rapids R. R.	2,390 64	27 60	40,583 74	570 70	41,154 44	41,154 44
54	Manistee & Luthier R. R.			72,257 05		72,257 05	72,257 05
55	Manistee & Northern R. R.	3,698 50	15 00	554,523 84	5,565 86	560,089 70	560,089 70
56	Manistee & North Eastern R. R.	17,031 00	115 00	167,920 74	98 57	168,019 31	168,019 31
57	Manistique & Lake Superior R. R.	167 00		23,175 03	3,884 35	27,059 38	27,059 38
58	Michigan Ry. Co.						
59	Michigan Central R. R.	517,182 09	34,488 34	18,404,520 94	238,997 06	18,653,204 46	34,268,453 77
75	Michigan East & West Ry.	1,858 53	60 00	47,565 26	401 56	47,966 82	47,966 82
76	Mineral Range R. R.	11,330 51	517 94	507,401 45	7,056 88	514,458 33	514,458 33
77	Minneapolis, St. Paul & Sault Ste. Marie Ry.	2,741 54	571 27	1,231,780 21	18,175 83	1,250,822 82	23,775,634 37
79	Munising, Marquette & Southeastern Ry.	4,915 50	2,021 81	511,059 72	13,159 54	524,219 26	524,219 26
81	Ontonagon R. R.			9,661 11		9,661 11	9,661 11
82	Pere Marquette R. R.	244,753 49	31,184 92	12,716,369 02	141,884 90	12,862,640 29	16,431,939 15
83	Port Huron Southern R. R.	25,096 50	116 28	25,096 50	537 00	25,633 50	25,633 50
85	Traverse City, Leelanau & Manistique Ry.			25,661 85	103 20	25,765 05	25,765 05
86	Wabash R. R.	98,852 44	405 36	1,949,855 42	20,644 77	1,992,742 23	30,022,494 82
87	Wisconsin & Michigan Ry.		458 37	40,749 64	853 05	41,602 69	122,920 77
88	Wyandotte Southern R. R.	13,184 00		13,184 00		13,184 00	13,184 00
89	Wyandotte Terminal R. R.	68,202 00		68,202 00		68,202 00	68,202 00
94	Sainte Marie Union Depot Co.				2,175 44		
	Total, Upper Peninsula	\$92,172 99	\$92,567 97	\$10,838,045 67	\$359,396 77	\$11,198,405 36	
	Total, Lower Peninsula	2,266,384 97	118,112 54	58,294,787 43	699,909 42	59,041,628 90	
	Total, Michigan	\$2,358,557 96	\$210,680 51	\$69,132,833 10	\$1,059,306 19	\$70,240,032 26	\$373,653,742 79

TABLE No. 5.—RECAPITULATION OF OPERATING EXPENSES—MICHIGAN.

Number.	Railroads.	Maintenance of way and structures.	Maintenance of equipment.	Traffic expenses.	Transportation expenses.	General expenses.	Total expenses.	Total operating entire line.	Ratio of operating expenses to operating revenues, per cent.	
									Michi- gan.	Entire line.
1	Ann Arbor R. R.	\$241,677 73	\$259,132 31	\$61,881 25	\$777,949 32	\$85,865 83	\$1,428,506 44	\$1,455,024 83	69.41	69.41
2	Arcadia & Betsey River Ry.	5,876 58	5,012 25	15 00	7,797 49	1,609 50	20,310 82	20,310 82	92.70	92.70
3	Bay City & Southern Ry.	3,026 69	1,813 67	1,813 67	7,813 70	600 00	13,254 06	13,254 06	111.40	111.40
4	Bozoy City, Gaylord & Alpena R. R.	29,975 33	66,470 04	4,199 85	68,741 51	8,472 01	179,558 74	179,558 74	61.50	61.50
5	Chicago, Kalamazoo & Saginaw Ry.	36,583 58	23,994 76	6,520 32	56,188 01	6,121 53	129,408 20	129,408 20	63.02	63.02
6	Chicago, Milwaukee & St. Paul Ry.	183,696 71	187,767 23	24,912 57	441,193 12	25,199 17	842,768 90	61,330,061 17	95.43	66.82
7	Chicago & Northwestern Ry.	409,237 58	409,487 34	45,616 80	1,073,224 13	58,446 91	1,996,012 76	59,405,141 53	58.56	70.90
8	Cincinnati Northern R. R.	53,184 72	65,800 96	5,475 04	108,824 06	7,215 82	240,500 90	1,437,540 84	114.06	98.51
9	Cincinnati, Wabash & Michigan Ry.	39,162 18	65,138 57	6,681 61	114,982 24	6,080 57	232,075 17	1,346,143 79	226.52	100.42
10	Copper Range R. R.	88,798 99	71,902 10	19,666 33	191,331 44	20,632 46	392,331 32	392,331 32	77.10	77.10
11	Delray Connecting R. R.	18,398 71	24,994 26	.....	95,889 94	8,171 36	147,454 27	147,454 27	.....	.....
12	Delray Terminal R. R.	12,581 71	972 68	.....	13,566 22	630 00	27,750 61	27,750 61	.....	.....
13	Detroit, Bay City & Western R. R.	10,785 63	15,158 44	2,733 01	37,799 97	4,213 31	70,690 36	70,690 36	53.12	53.12
14	Detroit & Charlevoix R. R.	22,122 99	12,142 98	104 46	49,062 46	2,898 03	86,330 92	86,330 92	90.94	90.94
15	Detroit & Mackinac Ry.	147,397 89	195,752 58	28,544 72	448,330 02	32,854 69	852,579 90	852,579 90	70.47	70.47
16	Detroit Terminal R. R.	59,966 26	4,758 99	112 00	134,142 86	3,250 18	202,230 29	202,230 29	57.66	57.66
17	Detroit, Toledo & Ironton R. R.	142,007 56	113,162 69	6,393 63	192,110 08	14,562 11	498,236 07	2,376,832 85	154.07	154.07
18	Detroit & Toledo Shore Line R. R.	107,444 21	83,373 96	15,263 77	328,295 12	23,429 03	567,906 09	768,135 94	49.74	49.74
19	Duluth, South Shore & Atlantic Ry.	663,649 72	362,708 25	87,652 68	1,086,178 95	120,866 79	2,321,056 39	2,763,996 68	78.52	80.99
20	East Jordan & Southern R. R.	14,349 18	12,160 53	2,432 50	21,626 61	3,484 48	54,053 30	54,053 30	62.53	62.53
21	Empire & South Eastern R. R.	4,056 82	623 50	61 25	12,528 70	382 70	17,652 97	17,652 97	94.01	94.01
22	Erie & Michigan Ry. & Nav. Co.	1,102 80	25,576 95	752 13	13,685 89	33 80	40,151 57	46,989 35	81.93	85.86
23	Escanaba & Lake Superior R. R.	84,882 56	51,275 84	.....	96,351 01	10,586 58	243,095 99	243,095 99	67.68	67.68
24	Grand Rapids & Indiana Ry.	540,823 71	643,675 51	107,796 68	1,713,231 38	144,042 20	3,149,572 48	4,426,102 09	78.79	79.91
25	Grand Trunk System:									
26	Chicago, Detroit & Canada G. T. Junction R. R.	156,754 96	140,830 81	23,828 08	537,111 38	21,421 87	879,947 10	879,947 10	86.56	86.56
27	Cincinnati, Saginaw & Mackinaw R. R.	46,004 03	46,927 48	12,527 90	106,927 41	13,598 49	315,965 31	315,965 31	124.52	124.52
28	Detroit, Grand Haven & Milwaukee Ry.	336,942 14	386,098 79	82,432 04	1,319,027 26	2,193,261 16	2,271,261 16	2,271,261 16	88.79	85.86
29	Detroit & Huron Ry.	7,703 88	3,064 01	1,710 33	16,078 36	1,062 78	29,609 36	29,609 36	375.21	375.21
30	Grand Trunk Western Ry.	565,194 93	852,978 37	184,392 66	1,729,543 11	134,657 97	3,466,772 04	6,038,874 57	69.99	84.05
31	Michigan Air Line Ry.	59,599 28	46,374 72	12,913 52	163,302 00	14,361 65	296,551 17	296,551 17	137.46	137.46
32	Pontiac, Oxford & Northern R. R.	79,980 25	37,235 93	12,994 00	145,431 20	9,619 94	283,764 32	283,764 32	112.13	112.13
33	Toledo, Saginaw & Muskegon Ry.	70,810 39	37,235 93	10,151 68	133,531 44	10,232 09	261,961 16	261,961 16	161.46	161.46
34	St. Clair Tunnel Co.	8,717 52	7,194 88	.....	36,280 59	1,644 72	53,837 71	107,675 43	30.96	30.96

37	Houghton, Chasell & Southwestern R. R.	2,793 39	7,969 98	15,606 05	365 02	26,735 04	26,735 04	71 76	71 76
38	Kalamazoo, Lake Shore & Chicago Ry.	13,394 02	13,627 25	54,490 89	3,522 46	92,543 52	92,543 52	135 00	135 00
39	Keweenaw Central R. R.	4,676 00	5,427 77	10,461 87	1,605 57	22,960 30	22,960 30	76 52	76 52
40	Lake Shore & Michigan Southern Ry.	893,668 20	1,537,119 90	2,349,981 91	146,047 15	4,991,950 90	40,817,260 26	112 23	112 23
41	Lake Superior & Ishpeming Ry.	113,422 60	99,516 90	139,934 34	20,662 27	375,171 16	375,171 16	71 53	71 53
42	Ludington & Northern Ry.	4,567 32	2,906 50	13,419 61	863 44	22,756 87	22,756 87	94 40	94 40
43	Manistee & Grand Rapids R. R.	9,299 27	4,597 17	14,949 51	1,586 06	31,989 97	31,989 97	77 73	77 73
44	Manistee & Luther R. R.	8,049 12	7,133 17	26,605 86	7,199 58	48,987 73	48,987 73	67 79	67 79
45	Manistee & North Eastern R. R.	81,365 03	103,028 80	204,096 44	25,151 26	426,165 15	426,165 15	76 09	76 09
46	Manistee & Lake Superior R. R.	39,367 16	34,907 76	54,180 30	7,257 87	136,523 74	136,523 74	81 25	81 25
47	Michigan Ry. Co.	3,360 81	1,763 06	19,136 57	2,436 57	27,846 92	27,846 92	102 90	102 90
48	Michigan Central R. R.	2,825,147 59	3,608,302 83	8,955,085 38	395,179 77	16,274,154 21	26,968,681 87	78 41	78 41
49	Detroit River Tunnel Co.	7,370 96	7,561 90	22,099 41	118 43	37,150 70	92,645 13	101 38	101 38
50	Michigan East & West Ry.	16,853 06	6,628 92	20,934 98	2,510 31	48,636 35	48,636 35	86 70	86 70
51	Mineral Range R. R.	92,426 97	90,319 85	239,454 56	18,356 21	446,025 75	446,025 75	90 37	90 37
52	Minneapolis, St. Paul & Sault Ste. Marie Ry.	223,594 88	282,990 85	566,246 07	30,689 62	1,130,393 04	18,941,937 94	75 00	75 00
53	Munising, Marquette & Southeastern Ry.	147,571 63	80,901 64	147,614 40	14,079 58	393,191 41	393,191 41	123 26	123 26
54	Ontonagon R. R.	993 33	4,077 46	4,996 49	1,841 06	11,908 34	11,908 34	106 05	106 05
55	Pere Marquette R. R.	2,335,631 88	4,912,121 28	5,684,386 91	407,002 82	13,662,063 49	17,426,123 08	82 52	82 52
56	Port Huron Southern R. R.	3,499 25	2,514 65	10,948 00	4,330 85	21,192 75	21,192 75	96 77	96 77
57	Traverse City, Leelanau & Manistique Ry.	5,532 99	2,372 79	14,582 26	2,289 49	24,933 32	24,933 32	73 48	73 48
58	Wabash R. R.	241,682 64	338,420 83	771,941 55	50,213 91	1,404,229 95	24,403,832 45	99 49	99 49
59	Wisconsin & Michigan Ry.	10,322 77	10,523 82	15,351 56	4,326 84	41,390 61	123,294 62	76 40	76 40
60	Wyandotte Southern R. R.	2,505 35	1,528 13	6,376 61	1,750 00	10,073 88	10,073 88	92 98	92 98
61	Wyandotte Terminal R. R.	15,726 64	10,985 01	35,021 75	1,661 23	63,414 63	63,414 63		
Total, Upper Peninsula.....		\$2,068,370 98	\$1,681,590 46	\$4,089,968 59	\$335,456 55	\$8,392,808 71	\$144,624,619 05	74 95	74 95
Total, Lower Peninsula.....		9,230,879 10	13,807,020 50	26,674,947 27	1,678,965 92	52,943,204 47	134,568,102 63	89 67	89 67
Total, State of Michigan.....		\$11,299,250 08	\$15,488,610 96	\$30,764,915 86	\$2,014,442 47	\$61,336,073 18	\$279,182,721 68	87 32	87 32

aThis Road shows operations to November 24, 1913, only.

TABLE NO. 6.—INCOME STATEMENT.—ENTIRE LINE.

Railway operating income.										
Number.	Railroads.	Rail operations.			Net deficit.	Auxiliary operations.			Net railway operating revenue.	Net railway operating deficit.
		Revenues.	Expenses.	Net revenue.		Revenues.	Expenses.	Net revenue or deficit.		
1	Ann Arbor R. R.	\$2,096,169 26	\$1,455,024 93	\$641,144 33		\$198,393 44	\$86 73	\$641,047 60		
2	Arcadia & Besey River Ry.	21,896 57	20,310 82	1,585 75				1,585 75		
3	Blaney & Southern Ry.	11,903 37	13,254 06		\$1,350 69					
4	Boyle City, Gaylord & Alpena R. R.	292,453 01	179,558 74	112,894 27				112,594 27		
5	Chicago, Kalamazoo & Saginaw Ry.	205,333 29	129,408 20	75,925 09				75,925 09		
6	Chicago, Milwaukee & St. Paul Ry.	91,782,690 74	61,330,061 17	30,452,629 57		1,803,428 90	260,483 24	30,713,112 81		
7	Chicago & Northwestern Ry.	83,677,050 79	59,405,141 53	24,271,909 26		882,283 92	14,149 85	24,267,769 41		
8	Cincinnati Northern R. R.	1,459,278 21	1,437,540 84	21,737 37				21,737 37		
9	Cincinnati, Wabash & Michigan Ry.	1,340,555 14	1,346,143 79		5,588 65				5,588 65	
10	Copper Range R. R.	508,989 78	392,331 32	116,658 46				116,658 46		
11	Delray Connecting R. R.	139,725 50	147,454 27		7,728 77				7,728 77	
12	Delray Terminal R. R.	18,096 00	27,750 61		9,654 61				9,654 61	
13	Detroit, Bay City & Western R. R.	133,077 63	70,690 36	62,387 27				62,387 27		
14	Detroit & Charlevoix R. R.	86,330 82	86,330 82	8,597 98				8,597 98		
15	Detroit & Mackinac Ry.	1,210,333 42	852,579 90	357,753 52		7,882 24	3,314 76	354,138 76		
16	Detroit Terminal R. R.	350,702 52	202,230 29	148,472 23				148,472 23		
17	Detroit, Toledo & Ironton R. R.	1,542,734 20	2,376,832 85		834,098 65				834,098 65	
18	Detroit & Toledo Shore Line R. R.	1,544,329 82	768,135 94	776,193 88				776,193 88		
19	Duluth, South Shore & Atlantic Ry.	3,412,575 38	2,763,995 63	648,578 70		83,069 16	4,654 84	653,233 54		
20	East Jordan & Southern R. R.	86,431 80	54,053 30	32,378 50				32,378 50		
21	Empire & South Eastern R. R.	18,777 69	17,652 97	1,124 72				1,124 72		
22	Erie & Michigan Ry. & Nav. Co.	49,136 18	46,989 35	2,146 83		23,943 80	8,755 70		6,588 87	
23	Escanaba & Lake Superior R. R.	359,201 87	243,095 99	116,105 88				116,105 88		
24	Grand Rapids & Indiana Ry.	5,538,484 08	4,426,102 09	1,112,381 99		14,366 24	5,978 90	1,106,403 09		
28	Grand Trunk System:									
29	Chicago, Detroit & Can. G. T. Inc. R. R.	1,016,606 68	879,947 10	136,659 58				136,659 58		
30	Cincinnati, Saginaw & Mackinaw R. R.	253,771 99	315,985 31		62,213 32				62,213 32	
31	Detroit, Gd. Haven & Milwaukee Ry.	2,558,130 45	2,271,261 16	286,869 29		12,115 10	11,134 78	287,849 61		
32	Detroit & Huron Ry.	7,891 50	29,609 36		21,717 86		980 32		21,717 86	

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33	Grand Trunk Western Ry	7,194,559 23	6,098,874 57	1,145,684 66	87,881 13	111,860 31	23,979 18	1,121,705 48	80,814 09
34	Michigan Air Line Ry	215,737 08	208,551 17	.....	.....	.....	.....	.....	30,706 24
35	Pontiac, Oxford & Northern R. R.	233,058 08	233,764 32	.....	.....	.....	.....	.....	89,003 78
36	Toledo, Saginaw & Muskegon Ry	172,987 38	281,981 16	.....	.....	.....	.....	.....	.....
37	St. Clair Tunnel Co.	347,770 50	107,675 48	240,095 07	.....	.....	.....	240,095 07	.....
38	Houghton, Chassell & Northwestern R. R.	20,493 95	28,735 04	.....	.....	.....	.....	.....	6,241 09
39	Kalamazoo Lake Shore & Chicago Ry	128,981 00	29,543 52	36,417 48	.....	.....	.....	36,417 48	5,936 47
40	Keweenaw Central R. R.	17,013 83	22,950 30	.....	.....	.....	.....	.....	.....
41	Lake Shore & Michigan Southern Ry	53,344,156 73	40,817,260 26	12,526,906 47	1,348,401 54	1,230,019 20	118,382 34	12,645,278 81	.....
51	Lake Superior & Ishpeming Ry	524,510 83	375,171 16	149,339 60	.....	.....	.....	149,339 60	.....
53	Ludington & Northern Ry	24,105 56	22,756 87	1,348 69	.....	.....	.....	1,348 69	.....
54	Manistee & Grand Rapids R. R.	41,154 44	31,989 97	9,164 47	.....	.....	.....	9,164 47	.....
55	Manistee & Luther R. R.	72,287 05	43,987 73	28,299 32	.....	.....	.....	28,299 32	.....
56	Manistee & N. W. Eastern R. R.	560,089 70	426,185 13	133,904 55	.....	.....	.....	133,904 55	.....
57	Manistee & Lake Superior R. R.	168,019 31	138,523 71	31,495 57	.....	.....	.....	31,495 57	.....
58	Michigan Ry. Co.	27,089 38	27,845 92	.....	786 54	.....	.....	.....	786 54
59	Michigan Central R. R.	34,288,453 77	26,868,681 87	7,399,771 90	682,606 02	687,138 65	24,532 63	7,375,239 27	.....
75	Michigan East & West Ry	47,066 82	48,638 35	.....	.....	.....	.....	.....	669 53
76	Mineral Range R. R.	514,458 35	446,095 75	68,432 58	.....	.....	.....	68,432 58	.....
77	Minneapolis, St. Paul & S. Ste. Marie Ry	28,775,634 37	18,941,937 94	9,833,696 43	530,588 22	412,320 76	118,267 46	9,951,963 89	.....
79	Muskegon, Marquette & Southeastern Ry	524,219 26	363,191 41	131,027 85	.....	.....	.....	131,027 85	.....
81	Ontonagon R. R.	9,661 11	11,998 34	.....	.....	608,051 14	124,792 67	.....	2,247 23
82	Pere Marquette R. R.	16,431,939 15	17,426,123 08	.....	483,258 47	.....	.....	.....	1,118,976 60
83	Port Huron Southern R. R.	25,683 50	21,192 75	4,490 75	.....	.....	.....	4,490 75	.....
85	Traverse City, Leelanau & Manistique Ry	25,765 08	24,933 32	831 73	.....	.....	.....	831 73	.....
86	Wabash R. R.	30,022,494 82	24,403,832 45	5,618,662 37	102,362 89	248,142 77	55,779 88	5,562,882 49	.....
87	Wisconsin & Michigan Ry	122,920 77	122,204 62	716 15	.....	1,172 08	1,172 08	.....	545 93
88	Wyandotte Southern R. R.	13,184 00	10,073 88	3,110 12	.....	.....	.....	3,110 12	.....
89	Wyandotte Terminal R. R.	68,202 00	63,414 63	4,787 37	.....	.....	.....	4,787 37	.....
Total		\$373,683,742 79	\$279,090,076 55	\$96,746,607 69	\$6,330,484 34	\$6,090,248 52	\$240,235 82	\$97,118,770 98	\$2,284,868 92

In this table negative or reverse items appear in italic type.

TABLE NO. 6.—INCOME STATEMENT—ENTIRE LINE.—Continued.

Number	Railroads.	Railway tax accruals.	Tax accruals Michigan.	Railway operating income.	Railway operating loss.	Other income.	Gross income.	Gross loss.	Total deductions from gross income.
1	Ann Arbor R. R.	\$164,050 00	\$161,516 58	\$476,997 60	.....	\$29,029 19	\$506,026 79	.....	\$425,032 70
2	Aradine & Betsey River Ry	1,004 63	1,004 63	581 12	.....	.....	581 12	.....	1,332 16
3	Blaney & Southern Ry	.....	.....	.....	\$1,350 60	.....	.....	\$1,350 60	.....
4	Boyer City, Gaylord & Alpena R. R.	11,548 60	11,099 77	101,045 58	.....	.....	101,045 58	.....	36,356 11
5	Chicago, Kalamazoo & Saginaw Ry	14,429 64	14,250 51	61,495 45	.....	6,346 34	67,841 79	.....	64,204 92
6	Chicago, Milwaukee & St. Paul Ry	4,106,557 41	84,234 55	26,606,555 40	.....	3,462,930 45	30,069,485 85	.....	14,456,305 94
7	Chicago & Northwestern Ry	4,252,790 29	267,317 75	20,004,989 12	.....	2,920,780 79	22,925,729 91	.....	10,619,387 70
8	Cincinnati Northern R. R.	70,059 36	12,724 64	.....	.....	10,087 88	.....	38,224 11	165,923 83
9	Cincinnati, Wabash & Michigan Ry	68,498 69	13,644 10	.....	.....	.....	.....	74,067 34	312,400 40
10	Copper Range R. R.	56,156 82	54,300 00	60,501 64	.....	7,165 74	67,667 38	.....	120,558 81
11	Dellay Connecting R. R.	4,311 71	4,311 71	.....	12,040 48	.....	.....	12,040 48	23,714 84
12	Dellay Terminal R. R.	1,040 15	1,040 15	.....	10,694 76	.....	.....	10,694 76	.....
13	Detroit Bay City & Western R. R.	8,551 21	8,551 21	53,836 06	.....	13,634 13	67,470 19	.....	20,319 68
14	Detroit & Charlevoix R. R.	7,373 03	7,373 03	1,224 95	.....	250 05	1,475 00	.....	6,211 97
15	Detroit & Mackinac Ry	105,904 48	103,104 39	248,234 28	.....	67,323 23	315,557 51	.....	95,924 93
16	Detroit Terminal R. R.	12,656 73	12,656 73	135,815 50	.....	3,689 76	139,505 26	.....	49,154 70
17	Detroit, Toledo & Ironton R. R.	75,738 52	15,071 96	.....	909,837 17	21,302 95	.....	888,534 22	790,308 41
18	Detroit & Toledo Shore Line R. R.	66,975 51	62,960 07	709,218 37	.....	3,005 50	712,223 87	.....	472,132 70
19	Duluth, South Shore & Atlantic Ry	247,442 99	226,089 62	405,790 55	.....	26,818 95	432,609 50	.....	983,998 60
20	East Jordan & Southern R. R.	5,324 55	5,324 55	27,053 95	.....	.....	27,053 95	.....	7,911 43
21	Empire & South Eastern R. R.	560 17	560 17	564 55	.....	.....	564 55	.....	464 15
22	Erie & Michigan Ry. & Nav. Co.	2,141 01	1,940 27	.....	8,729 88	23,086 54	14,566 66	.....	882 44
23	Exanaba & Lake Superior R. R.	26,813 67	26,032 99	87,292 21	.....	24,483 92	111,776 13	.....	34,839 25
24	Grand Rapids & Indiana Ry	289,245 16	229,713 85	817,157 93	.....	49,892 79	867,050 72	.....	770,877 45
25	Grand Trunk System:	.....	.....	.....	.....	.....	.....	.....	.....
26	Chicago, Detroit & Canada G. T. Junction R. R.	34,466 28	34,237 80	102,193 31	.....	3,594 22	105,787 53	.....	105,787 53
27	Cincinnati, Saginaw & Mackinac R. R.	13,924 28	13,924 28	.....	76,137 60	124,353 02	48,215 42	.....	48,215 42
28	Detroit, Grand Haven & Milwaukee Ry	40,272 09	38,604 09	247,577 52	.....	6,423,139 39	670,716 91	.....	670,902 50
29	Detroit & Huron Ry	.....	.....	.....	21,717 86	.....	.....	21,717 86	494 41
30	Grand Trunk Western Ry	431,031 98	265,772 42	690,673 50	.....	c 1,334,426 45	2,025,099 95	.....	1,920,807 25
31	Michigan Air Line Ry	10,651 92	10,851 92	.....	91,666 01	d 96,295 77	4,629 76	.....	4,629 76
32	Pontiac, Oxford & Northern R. R.	10,793 02	10,793 02	.....	41,499 26	.....	.....	40,968 79	40,968 79
33	Toledo, Saginaw & Muskegon Ry	9,809 00	9,809 00	.....	98,812 78	e 212,245 24	113,532 46	.....	113,532 46
34	St. Clair Tunnel Co.	31,813 11	29,892 62	208,281 96	.....	2,094 00	210,375 96	.....	125,000 00
35	Houghton, Chassell & Southwestern R. R.	5,921 68	5,921 68	.....	6,241 09	.....	30,495 80	6,241 09	42,394 12
36	Kalamazoo, Lake Shore & Chicago Ry	1,588 67	1,588 67	30,495 80	7,535 14	.....	.....	7,535 14	3,408 57
37	Keweenaw Central R. R.	.....	.....	.....	.....	.....	.....	.....	.....

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41	Lake Shore & Michigan Southern Ry	2,409,212 02	403,932 03	10,236,068 79	8,235,055 99	18,471,122 19	11,737,672 00
51	Lake Superior & Ishpeming Ry	42,189 38	40,692 69	107,160 33	16,335 02	123,485 35	83,067 60
53	Ludington & Northern Ry	191 38	191 38	1,157 31		1,157 31	3,918 74
54	Manistee & Grand Rapids R. R.	1,886 59	f 1,886 59	7,277 88		7,277 88	11,018 28
55	Manistee & Luther R. R.			23,269 32	39 00	23,308 32	6,773 25
56	Manistee & North Eastern R. R.	34,418 20	34,051 09	99,506 35	21,589 47	121,095 82	71,163 87
57	Manistique & Lake Superior R. R.	7,814 49	7,354 49	23,681 08	231 25	23,912 33	16,240 19
58	Michigan Ry. Co.				786 54		5,568 37
59	Michigan Central R. R.	1,494,813 51	1,239,659 19	5,880,425 76	1,272,327 06	7,152,752 82	7,251,667 29
75	Michigan East & West Ry	2,647 82	2,647 82		3,317 35		5,844 78
76	Mineral Range R. R.	37,857 49	37,857 49	30,575 09	4,986 80	35,471 89	111,662 33
77	Minneapolis, St. Paul & Sault Ste. Marie Ry	1,182,366 94	126,380 23	8,769,596 95	900,450 76	9,670,047 71	6,846,281 31
79	Munising, Marquette & Southeastern Ry	31,876 98	31,876 98	99,151 46	3,725 45	102,876 91	156,453 67
81	Ontonagon R. R.	4 80	4 80		2,252 03		180 00
82	Pere Marquette R. R.	643,167 86	570,369 26		185,036 82		5,575,787 01
83	Port Huron Southern R. R.	652 43	652 43	3,789 83	643 89	4,433 72	8,224 42
85	Traverse City, Leelanau & Manistique Ry	700 92		831 73	42 00	873 73	
86	Wabash R. R.	1,044,309 35	108,809 07	4,518,573 14	781,337 80	5,299,910 94	7,012,946 16
87	Wisconsin & Michigan Ry	7,821 75	4,241 87		17,487 88	9,119 70	7,493 06
88	Wyandotte Southern R. R.	538 96	538 96	2,571 16		2,571 16	2,730 00
89	Wyandotte Terminal R. R.	639 70	639 70	4,147 67		4,147 67	11,950 00
Total		\$17,134,104 07	\$4,380,094 21	\$80,885,328 23	\$20,305,784 86	\$100,690,440 99	\$71,457,874 41
Total, Upper Peninsula			\$39,971 54				
Total, Lower Peninsula			\$3,440,122 67				

a. Account I-17.

b. Of this item \$413,938.80 is of Account I-17.

c. This item includes \$698,695.07 in Account I-17.

d. This item includes \$95,927.77 in Account I-17.

e. This item includes \$212,359.37 in Account I-17.

f. To November 24, 1913, only.

TABLE NO. 6.—INCOME STATEMENT—ENTIRE LINE.—Concluded.

Number.	Railroads.	Net income.	Net loss.	Disposition of net income.					Income balance transferred to profit and loss.	
				Appropriations to sinking and other reserve funds, 1-31.	Dividend appropriations, 1-32.	Appropriations for additions and betterments, 1-33.	Appropriations for new lines and extensions, 1-34.	Miscellaneous appropriations of income.	Credit.	Debit.
1	Ann Arbor R. R.	\$80,994 09							\$80,994 09	\$751 04
2	Arcadia & Betsey River Ry.		\$751 04							1,350 69
3	Blaney & Southern Ry.		1,350 69					\$588 54	64,100 93	
4	Boyer City, Gaylord & Alpena R. R.	64,989 47								
5	Chicago, Kalamazoo & Saginaw Ry.	3,636 87							3,636 87	
6	Chicago, Milwaukee & St. Paul Ry.	15,613,179 91		\$136,894 00				15,476,285 91	1,206,054 60	
7	Chicago & North Western Ry.	12,306,142 21		200,472 61	\$10,899,615 00					
8	Cincinnati Northern R. R.		204,157 94							204,157 94
9	Cincinnati, Wabash & Michigan Ry.		386,487 74							386,487 74
10	Copper Range R. R.		53,191 43							53,191 43
11	Delray Connecting R. R.		35,755 32							35,755 32
12	Delray Terminal R. R.		10,694 76							10,694 76
13	Detroit Bay City & Western R. R.	47,150 51							47,150 51	
14	Detroit & Charlevoix R. R.		4,740 97							4,740 97
15	Detroit & Mackinac Ry.	219,632 58			147,500 00	\$16,705 98	\$39,622 34		15,804 26	
16	Detroit Terminal R. R.	90,350 56							90,350 56	
17	Detroit, Toledo & Ironton R. R.		1,677,842 63							1,677,842 63
18	Detroit & Toledo Shore Line R. R.	240,091 17			114,240 00				125,851 17	
19	Duluth, South Shore & Atlantic Ry.		550,989 10							550,989 10
20	East Jordan & Southern R. R.	19,142 52							19,142 52	
21	Empire & South Eastern R. R.	100 40							100 40	
22	Erie & Michigan Ry. & Nav. Co.	13,474 22							13,474 22	
23	Escanaba & Lake Superior R. R.	76,936 88							76,936 88	
24	Grand Rapids & Indiana Ry.	96,173 27				40,561 12			55,612 15	
25	Grand Trunk System:									
26	Chicago, Detroit & Can. G. T. Jun. R. R.									
27	Cincinnati, Saginaw & Mackinac R. R.									
28	Detroit, Grand Haven & Milwaukee Ry.	114 41				114 41				
29	Detroit & Huron Ry.		22,212 27							22,212 27
30										
31										
32										



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33	Grand Trunk Western Ry.	104,292 70				814 00	105,106 70	
34	Michigan Air Line Ry.							
35	Pontiac, Oxford & Northern R. R.	81,051 73				66 83		81,118 56
36	Toledo, Saginaw & Muskegon Ry.							
37	St. Clair Tunnel Co.	85,375 96				85,375 96		
38	Houghton, Chassell & Southwestern R. R.	6,241 09						6,241 09
39	Kalamazoo, Lake Shore & Chicago Ry.	11,808 32						11,808 32
40	Keweenaw Central R. R.	10,933 71						10,933 71
41	Lake Shore & Michigan Southern Ry.	6,733,450 18						
42	Lake Superior & Ishpeming Ry.	40,427 75						
43	Ludington & Northern Ry.							
44	Manistee & Grand Rapids R. R.							
45	Manistee & Luther R. R.	16,535 07						16,535 07
46	Manistee & North Eastern R. R.	49,931 95						49,931 95
47	Manistique & Lake Superior R. R.	7,672 14						7,672 14
48	Michigan Ry. Co.							
49	Michigan Central R. R.							
50	Michigan East & West Ry.							
51	Mineral Range R. R.	98,914 47						98,914 47
52	Minneapolis, St. Paul & S. Ste. Marie Ry.	9,162 13						9,162 13
53	Munising, Marquette & Southeastern Ry.	76,190 44						76,190 44
54	Ontonagon R. R.	52,606 76						52,606 76
55	Pere Marquette R. R.							
56	Port Huron Southern R. R.	2,432 03						2,432 03
57	Traverse City, Leelanau & Manistique Ry.	7,152,894 75						7,152,894 75
58	Wabash R. R.	4,433 72						4,433 72
59	Wisconsin & Michigan Ry.							
60	Wyandotte Southern R. R.	1,713,035 22						1,713,035 22
61	Wyandotte Terminal R. R.	57,760 00						57,760 00
62								
63								
64								
65								
66								
67								
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89								
	Total	\$38,739,321 58	\$12,101,613 14	\$395,126 61	\$21,284,837 00	\$1,050,943 70	\$588 54	\$20,324,995 44
								\$16,547,561 19

aThis deficit is provided for by the C. C. & St. L. Ry. Co.

TABLE NO. 6A.—INCOME ACCOUNT—(FOR COMPANIES NOT MAKING OPERATING REPORTS).

Number.	Railroads.	Income from lease of road.	Total income.	Taxes accrued.	Deductions from gross income.	Net income or loss.	Disposition of net income.		
							Dividend appropriations.	Appropriations for additions and betterments.	Balance transferred to profit and loss.
									Debit. Credit.
25	Muskegon, Grand Rapids & Indiana R. R.	\$47,816 59	\$47,816 59		\$37,500 00	\$10,316 59		\$6,233 48	\$4,083 11
26	Traverse City R. R.	1,596 74	1,596 74		7,500 00	5,903 26		930 50	\$6,833 76
27	Grand Trunk System:								
31	Bay City Terminal Ry.								
32	Grand Rapids Terminal R. R.								
39	Kalamazoo, Lake Shore & Chicago Ry. (lessor).	11,037 20	11,037 20		2,440 10	8,597 10			8,597 10
42	Lake Shore & Michigan Southern Ry. Lines:								
43	Detroit & Chicago R. R.	54,500 00	54,637 76		667 75	53,970 01	\$54,000 00		29 99
44	Detroit, Hillsdale & South Western R. R.	16,564 00	16,564 00			16,564 00	16,564 00		
45	Detroit, Monroe & Toledo R. R.								
46	Detroit, Toledo & Milwaukee R. R.	127,527 88	127,527 88		1,500 00	126,027 88			
47	Fort Wayne & Jackson R. R.	78,600 00	78,600 00		42,000 00	36,600 00			
48	Kalamazoo, Allegan & Grand Rapids R. R.								
49	Kalamazoo & White Pigeon R. R.								
50	Northern Central Michigan R. R.	9,660 00	9,660 00		9,660 00				
51	Sturgis, Goshen & St. Louis Ry.								
52	Lansing Southern R. R.	3,297 51	3,297 51	\$912 93	1,080 00	1,304 58			1,304 58
60	Michigan Central R. R. Lines:								
61	Battle Creek & Sturgis R. R.	15,000 00	15,000 00		15,000 00				
62	Bay City & Battle Creek Ry.	7,500 00	7,500 00		7,500 00				
63	Detroit & Bay City R. R.								
64	Detroit Belt Line R. R.								
65	Detroit, Delray & Dearborn R. R.	14,984 87	15,169 87		353 40	14,816 47			183 53
66	Detroit Manufacturer's R. R.	24,560 00	24,560 00			24,560 00			
67	Grand River Valley R. R.	70,370 00	70,480 58			70,480 58			480 58
68	Jackson, Lansing & Saginaw R. R.								
69	Kalamazoo & South Haven R. R.								
70	Lansing Manufacturer's R. R.	7,500 00	7,500 00		3,750 00	3,750 00			
71	Lansing Transit Ry.								
72	Michigan Air Line R. R.								

72	St. Clair & Western R. R.	18,880 88	18,957 37	18,957 37	20,200 00	1,242 63	
73	St. Joseph, South Bend & Southern R. R.	64,000 00	64,000 00	64,000 00			
74	Toledo, Canada Southern & Detroit Ry.						
80	Canada Southern Bridge Co.	1,152,223 00	1,152,223 00	24,053 53	450,000 00	132,585 79	
85	Detroit River Tunnel Co.						
78	Gogebie & Montreal River R. R.	10,200 00	10,200 00	b 11,345 54		4,145 54	
84	Quincy & Torch Lake R. R.	61,257 83	61,257 83	33,222 99		c 18,465 42	
91	Sault Ste. Marie Bridge Co.			9,569 42			
92	Detroit Union R. R. Depot & Station Co.	94,428 80	145,434 05		90,000 00	251 01	
93	Port Street Union Depot Co.	115,000 00	115,400 00		55,000 00		55,000 00
94	Sainte Marie Union Depot Co.		4,129 61	2,155 85			
	Total	\$2,007,103 30	\$2,082,750 89	\$35,778 80	\$906,701 88	\$145,272 25	\$69,465 37

In this table negative or reverse items appear in italic type.  
 a Includes item of \$92,645.13 for operating expenses at cost.  
 b Includes item of \$11,111.76 for operating expenses.  
 c This appropriated to sinking and other reserve funds.

TABLE NO. 7.—PROFIT AND LOSS STATEMENT—OPERATING COMPANIES—ENTIRE LINE.

Debits.										
Number.	Railroads.	Balance, June 30, 1913.	Balance transferred from income account.	Appropriations of surplus.				Loss on retired road and equipment, PL-13.	Delayed income debits, PL-14.	Miscellaneous, PL-15.
				Sinking and other reserve funds, PL-6.	Dividends, PL-7.	Additions and betterments, PL-8.	Debt discount extinguished, PL-11.			
1	Ann Arbor R. R.						\$41,472 85	\$97,210 63	\$89,152 39	\$48,471 76
2	Aradia & Betsy River Ry.	\$3,516 51	\$751 04							
3	Blaney & Southern Ry.	17,275 86	1,350 69							
4	Boyer City, Gaylord & Alpena R. R.									
5	Chicago, Kalamazoo & Saginaw Ry.	441,900 84		\$92,270 00	\$13,928,976 00		898,646 46	551 25	2,480,602 45	43,752 98
6	Chicago, Milwaukee & St. Paul Ry.						844,407 20	809,801 57	69,316 00	10,670 39
7	Chicago & Northwestern Ry.							1,098,782 46		26 58
8	Cincinnati Northern R. R.		204,157 94							243 00
10	Copper Range R. R.		53,191 43							
11	Delray Connecting R. R.	3,159 16	35,755 32					863 09		
12	Delray Terminal R. R.	236 25	10,694 76							
13	Detroit, Bay City & Western R. R.									
14	Detroit & Charlevoix R. R.	9,485 96	4,740 97					3,928 76		
15	Detroit & Mackinac Ry.									16,939 96
16	Detroit Terminal R. R.	100,080 10								\$50,015,827 32
17	Detroit, Toledo & Ironton R. R.	7,652,277 18	1,677,842 63							130 38
18	Detroit & Toledo Shore Line R. R.				630,000 00					98,653 49
19	Duluth, South Shore & Atlantic Ry.	4,687,548 31	550,989 10					64,984 89		
20	East Jordan & Southern R. R.				30,000 00					
21	Empire & South Eastern R. R.	7,616 15								
22	Erie & Michigan Ry. & Nav. Co.				4,635 60				10 68	
23	Escanaba & Lake Superior R. R.				69,300 00					
24	Grand Rapids & Indiana Ry.							8,754 83		17,018 30
30	Grand Trunk System:									
32	Detroit, Grand Haven & Milwaukee Ry.	640,572 20	22,212 27							
33	Detroit & Huron Ry.									
34	Grand Trunk Western Ry.	111,432 04								
35	Pontiac, Oxford & Northern R. R.	196,899 93	81,118 56							338,674 66
36	Toledo, Saginaw & Muskegon Ry.	490,126 74								



TABLE NO. 7.—PROFIT AND LOSS STATEMENT—OPERATING COMPANIES—ENTIRE LINE.

Debits.										
Number.	Railroads.	Balance, June 30, 1913.	Balance transferred from income account.	Appropriations of surplus.				Loss on retired road and equipment, PL-13.	Delayed income debits, PL-14.	Miscellaneous, PL-15.
				Sinking and other reserve funds, PL-6.	Dividends, PL-7.	Additions and betterments, PL-8.	Debt discount extinguished, PL-11.			
1	Ann Arbor R. R.						\$41,472 85	\$97,210 63	\$39,152 39	\$58,471 76
2	Arcadia & Betsey River Ry.	\$3,516 51	\$751 04							
3	Blaney & Southern Ry.	17,275 86	1,350 69							
4	Boyer City, Gaylord & Alpena R. R.									
5	Chicago, Kalamazoo & Saginaw Ry.	441,900 84		\$92,270 00	\$13,928,976 00			551 25	2,480,602 45	43,752 98
6	Chicago, Milwaukee & St. Paul Ry.						898,646 46	809,801 57	69,316 00	10,670 39
7	Chicago & Northwestern Ry.						844,407 20	1,098,782 46		
8	Cincinnati Northern R. R.		204,157 94							26 58
10	Copper Range R. R.		53,191 43							243 00
11	Delray Connecting R. R.							853 09		
12	Delray Terminal R. R.	3,159 16	35,755 32							
13	Delray, Bay City & Western R. R.	236 25	10,694 76							
14	Detroit & Charlevoix R. R.	9,485 96	4,740 97					3,928 76		
15	Detroit & Mackinac Ry.									16,939 96
16	Detroit Terminal R. R.	100,080 10								
17	Detroit, Toledo & Ironton R. R.	7,652,277 18	1,677,842 63							\$50,015,827 32
18	Detroit & Toledo Shore Line R. R.				630,000 00					130 38
19	Duluth, South Shore & Atlantic Ry.	4,687,548 31	550,989 10					64,984 89		98,653 49
20	East Jordan & Southern R. R.				30,000 00					
21	Empire & South Eastern R. R.	7,616 15								
22	Erie & Michigan Ry. & Nav. Co.				4,635 60				10 68	
23	Escanaba & Lake Superior R. R.				69,300 00					
24	Grand Rapids & Indiana Ry.							8,754 83		17,018 30
30	Grand Trunk System:									
31	Detroit, Grand Haven & Milwaukee Ry.	640,572 20								
32	Detroit & Huron Ry.		22,212 27							
33	Grand Trunk Western Ry.	111,432 04								
34	Pontiac, Oxford & Northern R. R.	196,899 93	81,118 56							338,674 66
35	Toledo, Saginaw & Muskegon Ry.	490,126 74								
36										

MICHIGAN RAILROAD COMMISSION.

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[illegible]

a Includes \$8,000.00 government fine.

<sup>b</sup> This item includes \$49,965,620.02, the aggregate of various adjustments incident to reorganization.

TABLE NO. 7.—PROFIT AND LOSS STATEMENT—OPERATING COMPANIES—ENTIRE LINE.—Concluded.

Number.	Railroads.	Total debits.	Credits.						Balance June 30, 1914.	
			Balance June 30, 1913.	Balance transferred from income account, P.L.-1.	Profit on road and equipment sold, P.L.-2.	Delayed income credits, P.L.-3.	Miscellaneous credits, P.L.-4.	Total.	Debit.	Credit.
1	Ann Arbor R. R.	\$236,207 68	\$1,432,913 92	\$80,994 09	\$14,374 32	\$2,042 40	\$3,304 17	\$1,533,628 90		\$1,297,321 22
2	Albion & Deley River Ry.	4,267 55							\$4,267 55	
3	Blaney & Southern Ry.	18,626 55							18,626 55	
4	Boyer City, Gaylord & Alpena R. R.		144,040 93	64,100 93				208,141 86		208,141 86
5	Chicago, Kalamazoo & Saginaw Ry.	442,452 09		3,636 87			13 15	3,650 02	438,802 07	
6	Chicago, Milwaukee & St. Paul Ry.	18,254,049 48	43,417,093 08	15,473,383 91		181,668 28	39,940 37	50,114,945 64		40,860,898 18
7	Chicago & Northwestern Ry.	2,023,266 05	36,438,744 36	1,206,054 60	23,097 13	141,508 07	212,744 78	38,022,148 94		36,996,882 89
8	Cincinnati Northern R. R.	204,184 52	62,298 80				707 16	63,006 05	141,178 47	
10	Copper Range R. R.	53,434 43	400,718 97					400,718 97		407,284 54
11	Delray Connecting R. R.	39,767 57							39,767 57	
12	Delray Terminal R. R.	10,931 01							10,931 01	
13	Detroit, Bay City & Western R. R.		46,136 78	47,150 51				93,287 29		93,287 29
14	Detroit & Charlevoix R. R.	18,155 69							18,155 69	
15	Detroit & Mackinac Ry.	10,939 90	1,135 70	15,804 26				16,939 96		
16	Detroit Terminal R. R.	100,080 10		90,350 56		71,138 80		161,489 36		61,409 26
17	Detroit, Toledo & Ironton R. R.	59,345,947 13					58,873,736 61	58,873,736 61	472,210 52	
18	Detroit & Toledo Shore Line R. R.	630,130 38	777,855 96	125,551 17				903,707 13		273,570 75
19	Duluth, South Shore & Atlantic Ry.	5,402,175 79					666 14	666 14	5,401,509 65	
20	East Jordan & Southern R. R.	30,000 00	19,987 99	19,142 52				39,130 51		9,130 51
21	Empire & Southern R. R.	7,616 15		700 40				761 55		
22	Erie & Michigan Ry. & Nav. Co.	4,846 28	24,640 10	13,474 22				38,114 32	7,415 75	32,698 04
23	Essex & Lake Superior R. R.	69,300 00	687,568 38	70,936 88				758,505 24		688,205 24
24	Grand Rapids & Indiana Ry.	95,826 15	353,220 56	55,612 15			6,571 38	415,404 09		319,577 94
30	Grand Trunk System:									
31	Detroit, Cal. Hav. & Milwaukee Ry.	640,572 20							640,572 20	
32	Detroit & Huron Ry.	22,212 27							22,212 27	
33	Grand Trunk Western Ry.	450,106 70								
35	Pontiac, Oxford & Northern R. R.	278,018 49		105,106 70				450,106 70		
36	Toledo, Saginaw & Muskegon Ry.	490,126 74							278,018 49	
									490,126 74	



37	Houghton, Chasell & Southwestern R. R.	11,778 36	17,381 45						11,778 36	17,381 45			5,573 13
38	Kalamazoo, Lake Shore & Chicago Ry.	11,808 32							62,232 05	39 07			
40	Keweenaw Central R. R.	62,271 12											
41	Lake Shore & Michigan Southern Ry.	2,851,187 22	43,538 58 51					30,975 75	5,194,353 52	48,733,915 78			45,802,728 56
51	Lake Superior & Ishpeming Ry.	83,990 98	908,998 23						266 99	949,690 97			865,099 99
53	Ludington & Northern Ry.	3,041 90	6,519 30							6,519 30			3,477 40
54	Manistee & Grand Rapids R. R.	144,665 91											
55	Manistee & Luther R. R.	7,759 11											
56	Manistee & North Eastern R. R.		141,725 80			553 12				21,262 38			13,503 27
57	Manistique & Lake Superior R. R.		16,960 83			7,672 14			1,605 70	192,510 87			192,510 87
58	Michigan Ry. Co.	6,354 91								26,238 67			26,238 67
59	Michigan Central R. R.	1,592,743 72	13,612,813 13			132,501 00			5,720 35	13,751,084 48			12,158,290 76
75	Michigan East & West Ry.	10,813 62											
76	Mineral Range R. R.	89,416 67	50,707 68						38 47	50,746 15			10,813 62
77	Minneapolis, St. Paul & S. Ste. Marie Ry.	2,715,344 80	14,468,468 22			2,823,766 40				17,292,234 62			38,670 52
79	Munising, Marquette & Southeastern Ry.	229,852 95											14,576,889 82
81	Ontonagon R. R.	3,291 56											
82	Pere Marquette R. R.	22,579 627 14								20,089 17			3,291 56
83	Port Huron Southern R. R.	6,445 16								6,445 16			22,559,537 97
85	Traverse City, Leelanau & Manistique Ry.	33,783 91	2,011 44			4,433 72							33,783 91
86	Wabash R. R.	16,172 344 53											
87	Wisconsin & Michigan Ry.	249,854 89											
88	Wyandotte Southern R. R.	138 84	3,026 10			1,626 64				128,489 49			16,043,555 09
89	Wyandotte Terminal R. R.	7,802 33	15,252 72							1,626 64			248,228 25
										15,252 72			
	Total.	\$135,763,478 64	\$156,648,805 01	\$20,325,095 44	\$170,825 57	\$445,333 29	\$64,308,971 84	\$242,400,031 15	\$47,376,859 63	\$154,013,411 84			

a Consists of various items incident to reorganization, etc.

TABLE NO. 8.—COMPARATIVE GENERAL BALANCE SHEET—ASSETS—ENTIRE LINE.

	Railroads.	Property investment.	Securities.	Other investments.	Working assets.	Accrued income not due.	Deferred debit items.	Profit and loss.	Grand total.
1	Ann Arbor R. R.	\$17,187,023 65	\$1,638,566 45	\$10,000 00	\$931,838 65		\$63,375 39		\$19,530,804 14
2	Arcadia & Betsey River Ry.	159,247 53		612 34	5,970 24		245 62	\$4,267 55	170,343 28
3	Blaney & Southern Ry.	112,878 38						18,626 55	131,504 93
4	Boyer City, Gaylord & Alpena R. R.	1,167,011 43			114,480 86		41,193 09		1,322,685 38
5	Chicago, Kalamazoo & Saginaw Ry.	1,254,557 42			58,128 86		6,451 94	438,802 07	1,757,940 29
6	Chicago, Milwaukee & St. Paul Ry.	544,616,587 26	14,513,502 34	34,733,216 39	184,308,283 24	\$282,328 67	8,982,632 30		787,436,550 20
7	Chicago & North Western Ry.	353,439,362 85	32,943,013 15	13,135,367 57	51,066,725 10		5,622,226 77		456,806,065 44
8	Cincinnati Northern R. R.	3,942,960 99			322,523 39		15,091 50	46,492 38	4,327,068 26
9	Cincinnati, Wabash & Michigan Ry.	6,044,158 30						6,044,158 30	6,044,158 30
10	Copper Range R. R.	6,897,605 42		26,180 13			1,600 00		7,157,100 24
11	Delray Connecting R. R.	71,907 23			29,628 69		66 76	39,767 57	141,370 25
12	Delray Terminal R. R.	150,686 46			3,746 50		4,876 40	10,931 01	170,240 36
13	Detroit, Bay City & Western R. R.	956,765 19			111,886 95		484 43	1,069,146 57	1,069,146 57
14	Detroit & Charlevoix R. R.	525,774 81			22,705 10		5,065 09	18,155 09	571,730 69
15	Detroit & Mackinac Ry.	5,941,322 46			1,086,962 37		451 15		7,028,735 98
16	Detroit Terminal R. R.	1,434,547 97			338,061 82		279,847 46		2,072,457 25
17	Detroit, Toledo & Ironton R. R.	20,472,515 95			888,186 26		113,346 80	472,210 52	21,966,259 53
18	Detroit & Toledo Shore Line R. R.	4,411,870 00			780,525 46		76,663 37		5,278,958 83
19	Duluth, South Shore & Atlantic Ry.	47,770,646 75	895,411 66	263,110 59	1,232,887 70		47,539 13	5,401,509 05	53,611,105 48
20	East Jordan & Southern R. R.	242,773 98			18,844 14				261,618 12
21	Empire & South Eastern R. R.	116,163 52						7,415 75	123,609 27
22	Eric & Michigan Ry. & Nav. Co.	114,735 13			24,401 03		1,320 55		140,456 71
23	Escanaba & Lake Superior R. R.	1,655,499 78			56,863 90				1,712,273 68
24	Grand Rapids & Indiana Ry.	16,755,764 73	105,220 00	235,377 99	1,281,673 62		315,510 57		18,683,546 91
25	Muskegon, Grand Rapids & Indiana R. R.	788,715 62			64,735 12				853,450 74
26	Traverse City R. R.	654,170 61			3,760 00			15,418 32	673,338 93
Grand Trunk System:									
27	Bay City Terminal Ry.	467,666 81							467,666 81
28	Chicago, Detroit & Canada G. T. Junc. R. R.	3,196,298 37							3,196,298 37
29	Cincinnati, Saginaw & Mackinaw R. R.	1,500,000 00							1,500,000 00
30	Detroit, Grand Haven & Milwaukee Ry.	6,734,750 23			12,410 02			606,502 74	11,381,038 76
31	Grand Rapids Terminal R. R.	566,393 25							566,393 25
32	Detroit & Huron Ry.	287,349 53					106 69	22,212 27	309,668 49
33	Grand Trunk Western Ry.	29,856,547 79	3,010,042 67	682,557 44	22,365,582 70		5,211,499 12		61,126,239 72
34	Michigan Air Line Ry.	1,829,707 12							1,829,707 12
35	Pontiac, Oxford & Northern R. R.	1,398,770 97					126 22	278,018 49	1,677,915 68
36	Toledo, Saginaw & Muskegon Ry.	3,186,669 58					387,006 64	488,391 74	4,062,064 96
36	St. Clair Tunnel Co.	3,402,703 52					350,000 00		3,752,703 52

**MICHIGAN RAILROAD COMMISSION.**

37	Houghton, Chasell & Southwestern Ry.	101,798 72	25 65	11,778 36	113,602 73
38	Kalamazoo, L. S. & Chicago Ry. (lessee's report).	433,512 60	42,691 94	32,783 04	75,474 98
39	Kalamazoo, L. S. & Chicago Ry. (lessee's report).	846,760 45	508,043 37	97,820 38	550,593 35
40	Keweenaw Central R. R.			62,232 08	1,416,005 94
41	Lake Shore & Michigan Southern Ry.	16,473,019 60	147,667,766 90	10,473,485 92	320,282,824 07
42	Detroit & Chicago R. R.	1,000,000 00			1,000,000 00
43	Detroit, Milwaukee & South R. R.	1,345,718 25	2,978 80		1,350,000 00
44	Detroit, Monroe & Toledo R. R.	1,338,100 00			1,338,100 00
45	Detroit, Toledo & Milwaukee R. R.	1,500,000 00			1,500,000 00
46	Port Wayne Jackson R. R.	2,727,548 00			2,727,548 00
47	Kalamazoo, Allegan & Grand R. R.	1,450,000 00			1,450,000 00
48	Kalamazoo & White Pigeon R. R.	630,900 00			630,900 00
49	Northern Central Michigan R. R.				622,000 00
50	Sturgis, Goshen & St. Louis Ry.				622,000 00
51	Lake Superior & Ishpeming Ry.	3,037,725 64	199,895 78	51,612 82	3,289,233 94
52	Lansing Southern R. R.	83,708 24	9,930 08		83,635 42
53	Ludington & Northern Ry.	52,587 40	3,276 17	1,600 00	69,520 22
54	Maine & Grand Rapids R. R.	966,494 90	13,826 48	30,355 76	1,155,143 05
55	Maine & Northern R. R.	255,108 78	10,683 68	49,265 38	315,037 84
56	Maine & North Western R. R.	2,001,912 68	116,808 81	1,474,224 03	3,684,703 52
57	Maine & Lake Superior R. R.	1,378,373 04	60,902 55	56 00	1,439,331 59
58	Michigan Central Co. for Michigan Ry. Eng. Co.				
59	Michigan Central R. R.	71,065,145 97	13,224,713 87	2,325,703 17	97,128,756 06
60	Badollet, Green & Shattuck R. R.	1,000,000 00			1,000,000 00
61	Bay City, Bay Shore & Grand R. R.	600,000 00			600,000 00
62	Detroit Bay City R. R.	600,000 00			600,000 00
63	Detroit Belt Line R. R.	100,000 00	42,987 82		142,987 82
64	Detroit, Delray & Dearborn R. R.	254,593 01			254,593 01
65	Detroit Manufacturer's R. R.	201,371 75	4,240 08		200,111 83
66	Grand River Valley R. R.	401,200 00			401,200 00
67	Jackson, Lansing & Saginaw R. R.	2,000,000 00	5,429 42		2,005,429 42
68	Kalamazoo & South Haven R. R.	325,400 00			325,400 00
69	Lansing Manufacturer's R. R.	175,000 00			175,000 00
70	Lansing Transit Ry.	19,256 64			19,256 64
71	Michigan Air Line R. R.	392,750 00			392,750 00
72	St. Clair & Western R. R.	120,000 00			120,000 00
73	St. Joseph, South Bend & Southern R. R.	745,514 02	14,444 58		761,635 26
74	Toledo, Canada Southern & Detroit Ry.	3,170,157 82			4,647,662 50
75	Detroit River Tunnel Co.	20,800,254 70	356,201 90	1,477,504 68	21,569,441 99
76	Michigan East & West Ry.	294,411 93			322,761 08
77	Mineral Range R. R.	2,939,590 92	239,529 70	363 63	4,257,601 20
78	Minnesota, St. Paul & Sault Ste. Marie Ry.	111,824,472 95	2,425,680 66	38,670 52	145,161,304 90
79	Cogebic & Montreal River R. R.	1,120,000 00	9,201,954 96	3,310,346 13	1,120,000 00
80	Munising, Marquette & Southeastern Ry.	2,229,576 16	359,688 74	1,401,987 11	4,400,039 92

TABLE NO. 8.—COMPARATIVE GENERAL BALANCE SHEET—ASSETS—ENTIRE LINE.—Continued.

	Railroads.	Property investment.	Securities.	Other investments.	Working assets.	Accrued income not due.	Deferred debit items.	Profit and loss.	Grand total.
81	Ontonagon R. R. ....	\$32,504 94			\$3,029 31			\$3,291 56	\$38,825 81
82	Pere Marquette R. R. ....	89,457 304 00	\$12,840,887 91	\$1,478,570 05	5,626,807 33	\$19,432 20	\$1,078,240 30	22,559,537 97	133,060,749 76
83	Port Huron Southern R. R. ....	55,216 63			11,306 60		199 72		66,722 95
84	Quincy & Torch Lake R. R. ....	123,200 00						110,283 24	233,483 24
85	Traverse City, Leelanau & Manistique Ry. ....	300,529 39			3,522 54			33,783 91	337,835 84
86	Wabash R. R. ....	189,164,027 10	5,103,013 00	10,411,308 00	14,101,316 87		3,046,744 33	13,430,195 91	235,256,605 21
87	Wisconsin & Michigan Ry. ....	4,598,188 93	466,800 00		628,743 54		541,839 20	248,228 25	6,483,799 92
88	Wyandotte Southern R. R. ....	37,400 26			3,100 45				40,500 71
89	Wyandotte Terminal R. R. ....	10,000 00			12,930 53		164 40		23,094 93
90	Canada Southern Bridge Co. ....	1,725,772 50		51,371 09					1,777,143 59
91	Sault Ste. Marie Bridge Co. ....	1,909,419 67			33,747 34		300,572 18		2,243,739 19
92	Detroit Union R. R. Depot & Station Co. ....	2,330,962 49		24,111 01	63,006 59				2,418,080 09
93	Fort Street Union Depot Co. ....	2,328,989 35							2,328,989 35
94	Sainte Marie Union Depot Co. ....	120,552 61			9,958 05				130,510 66
	Total. ....	\$1,765,471,666 43	\$114,070,200 51	\$87,293,922 42	\$458,100,774 84	\$2,453,499 55	\$50,523,633 72	\$46,328,686 56	\$2,504,242,384 03

aSee statistics of electric railways.

TABLE NO. 8.—COMPARATIVE GENERAL BALANCE SHEET—LIABILITIES—ENTIRE LINE.—Continued.

No.	Railroads.	Stock.	Mortgage, bonded and secured debt.	Working liabilities.	Accrued liabilities not due.	Deferred credit items.	Appropriated surplus.	Profit and loss.	Grand total.
1	Ann Arbor R. R.	\$7,250,000 00	\$10,025,500 00	\$870,339 63	\$87,643 29	.....	.....	\$1,297,321 22	\$19,530,804 14
2	Brady & Beley River Ry	150,000 00	.....	20,343 28	.....	.....	.....	.....	170,343 28
3	Blaney & Southern Ry	75,000 00	37,878 38	18,026 55	.....	.....	.....	.....	131,504 93
4	Boyer City, Gaylord & Alpena R. R.	501,200 00	195,000 00	415,129 98	3,213 54	.....	.....	208,141 86	1,322,685 38
5	Chicago, Kalamazoo & Saginaw Ry	450,000 00	1,298,000 00	32,625 46	.....	\$7,314 83	.....	.....	1,757,940 29
6	Chicago, Milwaukee & St. Paul Ry	233,166,453 87	436,860,154 66	16,980,106 84	5,929,553 33	417,964 72	\$3,201,335 60	40,860,866 18	787,436,560 20
7	Chicago & North Western Ry	154,884,143 28	280,544,000 00	9,069,070 35	2,039,350 83	258,202 65	3,963,045 44	35,998,852 89	456,506,685 44
8	Cincinnati Northern R. R.	3,000,000 00	1,000,000 00	320,967 67	4,041 47	2,059 12	.....	.....	4,327,068 26
9	Cincinnati, Wabash & Michigan Ry	2,044,138 30	4,000,000 00	.....	.....	.....	.....	.....	6,044,138 30
10	Copper Range R. R.	4,244,300 00	2,280,000 00	133,786 40	55,303 66	36,425 64	.....	407,284 54	7,157,100 24
11	Delray Connecting R. R.	50,000 00	.....	91,370 25	.....	.....	.....	.....	141,370 25
12	Delray Terminal R. R.	50,000 00	.....	120,240 36	.....	.....	.....	.....	170,240 36
13	Detroit, Bay City & Western R. R.	450,000 00	473,200 00	43,703 63	8,955 65	.....	.....	93,287 29	1,069,146 57
14	Detroit & Charlevoix R. R.	520,300 00	.....	43,153 65	.....	6,277 04	.....	.....	571,730 69
15	Detroit & Mackinac Ry	2,950,000 00	3,280,000 00	264,415 90	59,246 30	5,597 14	499,476 64	.....	7,028,735 98
16	Detroit Terminal R. R.	373,000 00	1,193,048 69	231,744 82	136,742 27	76,512 21	.....	61,409 26	2,072,457 25
17	Detroit, Toledo & Ponton R. R.	12,500,000 00	8,756,000 00	933,017 37	43,797 55	23,444 61	.....	.....	21,956,259 53
18	Detroit & Toledo Shore Line R. R.	1,428,000 00	2,918,000 00	228,898 37	8,323 78	421,959 83	.....	273,576 75	5,278,968 83
19	Duluth, South Shore & Atlantic Ry	22,000,000 00	20,499,600 00	12,704,731 22	388,096 25	18,678 01	.....	.....	55,611,105 48
20	East Jordan & Southern R. R.	250,000 00	.....	2,487 61	.....	.....	.....	9,130 51	261,618 12
21	Empire & South Eastern R. R.	.....	116,163 52	7,413 75	.....	.....	.....	.....	123,609 27
22	Erie & Michigan Ry. & Nav. Co.	92,705 00	.....	13,683 67	.....	600 00	.....	33,468 04	140,456 71
23	Essexaba & Lake Superior R. R.	663,000 00	.....	324,068 44	.....	.....	.....	695,205 24	1,712,273 68
24	Grand Rapids & Indiana Ry	5,791,700 00	10,496,100 39	1,359,012 32	52,500 00	72,754 28	601,811 98	319,577 94	18,693,546 91
25	Muskegon, Grand Rapids & Indiana R. R.	20,000 00	730,000 00	22,517 63	.....	2,045 11	41,964 43	.....	853,450 74
26	Traverse City R. R.	205,000 00	440,000 00	28,338 93	.....	.....	.....	17,023 57	673,368 93
27	Grand Trunk System:	.....	.....	.....	.....	.....	.....	.....	.....
28	Bay City Terminal Ry	15,000 00	482,996 81	.....	.....	.....	.....	.....	497,996 81
29	Chicago, Detroit & Canada G. T. June R. R.	1,095,000 00	315,166 91	1,786,141 46	.....	.....	.....	.....	3,196,298 37
30	Cincinnati, Saginaw & Mackinaw R. R.	1,900,000 00	.....	.....	.....	.....	.....	.....	1,900,000 00
31	Detroit, Grand Haven & Milwaukee Ry	1,900,000 00	5,435,000 00	600,896 54	.....	3,795,142 21	.....	.....	11,381,038 75
32	Grand Rapids Terminal R. R.	30,000 00	516,393 25	.....	.....	.....	.....	.....	546,393 25

TABLE NO. 8.—COMPARATIVE GENERAL BALANCE SHEET—LIABILITIES—ENTIRE LINE.—Continued.

Number.	Railroads.	Stock.	Mortgage, bonded and secured debt.	Working liabilities.	Accrued liabilities not due.	Deferred credit items.	Appropriated surplus.	Profit and loss.	Grand total.
32	Detroit & Huron Ry.	\$148,000 00	\$139,349 53	\$22,318 96					\$309,668 49
33	Grand Trunk Western Ry.	6,000,000 00	49,021,720 00	814,443 42			\$227,949 47		61,136,229 72
34	Michigan Air Line Ry.	300,000 00	21,040 45	1,508,666 67					1,829,707 12
35	Pontiac, Oxford & Northern R. R.	1,000,000 00	409,344 78	287,592 69			978 21		1,677,915 68
36	Toledo, Saginaw & Muskegon Ry.	1,600,000 00	1,680,302 83	781,732 13					4,062,084 96
36	St. Clair Tunnel Co.	700,000 00	2,839,204 01				213,439 51		3,752,703 52
37	Houghton, Chassell & Southwestern Ry.	50,000 00		63,602 73					113,602 73
38	Kalamazoo, L. S. & Chicago Ry. (lessee's report).			48,763 88	\$2,135 97	19,000 00		\$5,573 13	75,474 98
39	Kalamazoo, L. S. & Chicago Ry. (lessor's report).	37,400 00	390,000 00	123,193 38				550,593 38	1,061,187 76
40	Keweenaw Central R. R.	730,000 00	500,000 00	185,360 87	561 07	84 00			1,416,005 94
41	Lake Shore & Michigan Southern Ry.	50,000,000 00	169,093,029 94	41,358,930 57	3,775,783 95	594,908 68	9,557,252 37	45,902,728 56	320,282,634 07
42	Detroit & Chicago R. R.	1,000,000 00							1,000,000 00
43	Detroit, Hillsdale & South Western R. R.	1,350,000 00							1,350,000 00
44	Detroit, Monroe & Toledo R. R.	414,100 00						924,000 00	1,338,100 00
45	Detroit, Toledo & Milwaukee R. R.	1,500,000 00							1,500,000 00
46	Fort Wayne & Jackson R. R.	2,727,548 00							2,727,548 00
47	Kalamazoo, Allegan & Grand Rapids R. R.	610,000 00	840,000 00						1,450,000 00
48	Kalamazoo & White Pigeon R. R.	230,900 00	400,000 00						630,900 00
49	Northern Central Michigan R. R.								
50	Sturgis, Goshen & St. Louis Ry.	300,000 00	322,000 00						622,000 00
51	Lake Superior & Ishpeming Ry.	1,000,000 00	1,123,000 00	168,431 19	48,431 78	83,670 98		865,699 99	3,289,233 94
52	Lansing Southern R. R.	3,100 00		83,705 54				6,830 08	93,635 42
53	Ludington & Northern Ry.	15,000 00	33,000 00	17,547 82	495 00			3,477 40	69,520 22
54	Manistee & Grand Rapids R. R.	450,000 00	28,500 00	666,800 39	9,842 66				1,155,143 05
55	Manistee & Luther R. R.	300,000 00		1,654 37				13,563 27	315,057 84
56	Manistee & North Eastern R. R.	2,000,000 00	1,331,000 00	146,883 79			14,308 86	192,510 87	3,684,703 52
57	Manistique & Lake Superior R. R.	280,000 00	1,100,000 00	32,781 10	3,828 00	20,483 82		26,238 67	1,439,331 59
58	Michigan Ry. Co. for Michigan Ry. Eng. Co.								
59	Michigan Central R. R.	18,738,000 00	44,643,727 50	16,108,790 14	1,435,972 22	175,213 39	3,871,762 05	12,155,290 76	97,128,756 06
60	Battle Creek & Sturgis R. R.	500,000 00	500,000 00						1,000,000 00
61	Bay City & Battle Creek Ry.	300,000 00	250,000 00	50,000 00					600,000 00
62	Detroit & Bay City R. R.	600,000 00							600,000 00
63	Detroit Belt Line R. R.	100,000 00		42,987 82					142,987 82
64	Detroit, Delray & Dearborn R. R.	241,000 00							254,593 01
65	Detroit Manufacturers' R. R.	300,000 00		13,593 01				111 83	300,111 83
66	Grand River Valley R. R.	491,200 00							491,200 00
67	Jackson, Lansing & Saginaw R. R.	2,000,000 00						5,429 42	2,005,429 42
68	Kalamazoo & South Haven R. R.	325,400 00							325,400 00



TABLE NO. 9.—MILEAGE OPERATED IN MICHIGAN—LINE OWNED.

Number.	Railroads.	Main line.					Branches and spurs.			
		Miles of single track.	Miles of second track.	Miles of third and fourth track.	Miles of yard track and sidings.	Total miles of track.	Miles of single track.	Miles of second track.	Miles of yard track and sidings.	Total miles of track.
1	Ann Arbor R. R.	286.05				385.23	9.00			9.00
2	Aradina & Becey River Ry.	22.00			79.18	22.00	1.00			1.00
3	Blaney & Southern Ry.	8.00				8.00	8.00			8.00
4	Boyer City, Gaylord & Alpena R. R.	81.08			10.00	91.08	8.92			8.92
5	Chicago, Kalamazoo & Saginaw Ry.	44.90			14.71	59.61	1.66			1.66
6	Chicago, Milwaukee & St. Paul Ry.	179.87		52.17	138.61	320.75	299.80	11.50		311.30
7	Chicago & Northwestern Ry.	220.08	9.82		6396.03	625.93				
8	Cincinnati Northern R. R.	39.88			7.67	47.55				
9	Cincinnati, Wabash & Michigan Ry.	35.14			7.74	42.88				
10	Copper Range R. R.	93.77			18.57	112.34	24.59			24.59
11	Delray Connecting R. R.	2.33			77	3.10				
12	Delray Terminal R. R.	20				20				
13	Detroit, Bay City & Western R. R.	60.00			11.43	71.43				
14	Detroit & Charlevoix R. R.	42.66			10.07	52.73	35.19			35.19
15	Detroit & Mackinac Ry.	195.02			75.27	270.29	205.07		41.28	246.35
16	Detroit Terminal R. R.	17.94			27.48	45.42				
17	Detroit, Toledo & Ironton R. R.	65.30			19.40	84.70				
18	Detroit & Toledo Shore Line R. R.	44.06	20.20		20.01	84.27				
19	Duluth, South Shore & Atlantic Ry.	410.08	5.82		123.56	541.46	81.38		17.18	98.56
20	East, Jordan & Southern R. R.	18.60				18.60	22.00			22.00
21	Empire & Southeastern R. R.	11.35			2.00	13.35	3.10			3.10
22	Erie & Michigan Ry. & Nav. Co.				2.70	2.70				
23	Escanaba & Lake Superior R. R.	63.36			22.98	86.34	77.13			77.13
24	Grand Rapids & Indiana Ry.	313.43	4.69		188.06	506.18	52.52	5.91	14.07	72.50
25	Grand Trunk Ry. System:									
26	Chicago, Detroit & Canada G. T. Junction R. R.	60.00	4.33		56.14	120.47				
27	Cincinnati, Saginaw & Mackinaw R. R.	52.87			42.42	95.29				
28	Detroit, Grand Haven & Milwaukee Ry.	189.00	4.06		122.49	315.55				
29	Detroit & Huron Ry.	18.59			5.87	24.46				
30	Grand Trunk Western Ry.	224.41	224.41		120.30	569.12				
31	Michigan Air Line Ry.	105.60			12.45	118.05				
32	Pontiac, Oxford & Northern R. R.	100.59			12.34	112.93				
33	Toledo, Saginaw & Muskegon Ry.	95.91			13.16	109.07				
34	St. Clair Tunnel Co.	1.12				1.12				



	7.00	7.00	7.50	7.50	7.50	7.50	7.50	7.50	7.50
37 Houghton, Chassell & Southwestern R. R.									7.50
38 Kalamazoo, Lake Shore & Chicago Ry.									9.69
40 Keweenaw Central R. R.									87.82
41 Lake Shore & Michigan Southern Ry.									8.04
51 Lake Superior & Ishpeming Ry.									
53 Ludington & Northern Ry.									
55 Manistee & Luther R. R.									12.00
56 Manistee & North Eastern R. R.									145.66
57 Manistique & Lake Superior R. R.									34.60
58 Michigan Ry. Co.									3.57
59 Michigan Central R. R.									
75 Michigan East & West Ry.									5.00
76 Mineral Range R. R.									14.52
77 Minneapolis, St. Paul & Sault Ste. Marie Ry.									76.33
79 Munising, Marquette & Southeastern Ry.									40.82
81 Ontonagon R. R.									
82 Pere Marquette R. R.									459.47
83 Port Huron Southern R. R.									
85 Traverse City, Leelanau & Manistique Ry.									
86 Wabash R. R.									
87 Wisconsin & Michigan Ry.									13.10
88 Wyandotte Southern R. R.									
89 Wyandotte Terminal R. R.									
Total	5,628.61	596.36	16.11	2,794.63	9,035.71	1,553.80	17.41	256.21	1,837.42

ain connection tracks,  
including sidings on branches and spurs.  
xOperating as a steam road temporarily during change to electrical equipment.

TABLE NO. 9.—MILEAGE OPERATED IN MICHIGAN.—Continued.

Number.	Railroads.	Line of proprietary companies.				Line operated under lease.				Line operated under contract.			
		Miles of single track.	Miles of second, third and fourth track.	Miles of yard track and sidings.	Total miles of track.	Miles of single track.	Miles of second, third and fourth track.	Miles of yard track and sidings.	Total miles of track.	Miles of single track.	Miles of second, third and fourth track.	Miles of yard track and sidings.	Total miles of track.
1	Ann Arbor R. R.									14	49.73	7.41	14
7	Chicago & Northwestern Ry.												57.14
11	Delray Connecting R. R.												4.36
22	Erie & Michigan Ry. & Nav. Co.									4.36			4.36
24	Grand Rapids & Indiana Ry.									62.71		19.65	82.36
30	Detroit, Grand Haven & Milwaukee Ry.					1.62	36	2.49	4.37				
33	Grand Trunk Western Ry.	1.73		3.21	4.94	9.41		4.54	13.95				
38	Kalamazoo, Lake Shore & Chicago Ry.					50.51		4.00	54.51				
41	Lake Shore & Michigan Southern Ry.	227.40		75.90	303.30	181.63		33.48	215.11	22.00			22.00
55	Manistee & Luther R. R.					1.26			1.26				
56	Manistee & North Eastern R. R.	55.30	4.06	12.02	71.38	922.57	16.27	726.18	1,665.02				
59	Michigan Central R. R.												
76	Mineral Range R. R.	33.14		27.99	61.13	16.70		7.07	23.77	6.86			6.86
77	Minneapolis, St. Paul & Sault Ste Marie Ry.									7.33			7.33
81	Ontonagon R. R.												
82	Pere Marquette R. R.	51.15		8.63	59.78								
83	Port Huron Southern R. R.					1.01						1.51	1.51
86	Wabash R. R.							25	1.26				
89	Wyandotte Terminal R. R.							5.00	5.00			13.93	13.93
	Total	368.72	4.06	127.75	500.53	1,194.61	16.63	800.52	2,001.76	103.40	49.73	42.50	195.63

TABLE NO. 9.—MILEAGE OPERATED IN MICHIGAN.—Continued.

Number.	Railroads.	Miles operated under trackage rights.				Total mileage operated in Michigan.				Total mileage of all tracks operated, entire line.
		Miles of single track.	Miles of second track.	Miles of yard track and sidings.	Total miles of track.	Miles of single track.	Miles of second, third and fourth track.	Miles of yard track and sidings.	Total miles of track.	
1	Ann Arbor R. R.					295.19		79.18	374.37	400.11
2	Arcadia & Betsey River Ry.					23.00			23.00	23.00
3	Blaney & Southern Ry.					16.00			16.00	16.00
4	Boyer City, Gaylord & Alpena R. R.					90.00		10.00	100.00	100.00
5	Chicago, Kalamazoo & Saginaw Ry.	65.43	a. 03		86.13	46.56		14.71	61.27	61.27
6	Chicago, Milwaukee & St. Paul Ry.			20.67		245.40	a2.20	159.28	406.88	14,321.34
7	Chicago & Northwestern Ry.			10.91	10.91	519.88	71.05	414.35	1,005.28	12,660.06
8	Cincinnati Northern R. R.	1.22			1.22	41.10		7.67	48.77	301.29
9	Cincinnati, Wabash & Michigan Ry.					35.14		7.74	42.88	281.46
10	Copper Range R. R.	19.60		.39	19.99	137.96		18.96	156.92	156.92
11	Delray Connecting R. R.					2.33		18.28	20.61	20.61
12	Delray Terminal R. R.					20.00			20.00	20.00
13	Detroit, Bay City & Western R. R.					60.00		11.43	71.43	71.43
14	Detroit & Charlevoix R. R.					77.85		10.07	87.92	87.92
15	Detroit & Mackinac Ry.	.13			.13	400.22		116.55	516.77	516.77
16	Detroit Terminal R. R.					17.94		27.48	45.42	45.42
17	Detroit, Toledo & Ironton R. R.	21.70			21.70	87.00		19.40	106.40	591.67
18	Detroit & Toledo Shore Line R. R.	14.30			14.30	88.36	20.20		108.56	131.65
19	Duluth, South Shore & Atlantic Ry.	17.89	.73	22.22	40.84	509.35	6.55	164.96	680.86	820.92
20	East Jordan & Southern R. R.					40.60			40.60	40.60
21	Empire & Southeastern R. R.					14.45		2.00	16.45	16.45
22	Erie & Michigan Ry. & Nav. Co.	3.94			3.94	8.30		2.70	11.00	11.00
23	Escanaba & Lake Superior R. R.					140.49		22.98	163.47	163.47
24	Grand Rapids & Indiana Ry.					428.66	10.60	221.78	661.04	867.62
25	Grand Trunk Ry. System:									
26	Chicago, Detroit & Canada G. T. Junction R. R.					60.00	4.33	56.14	120.47	120.47
27	Cincinnati, Saginaw & Mackinaw R. R.					42.97		42.42	85.39	95.39
28	Detroit, Grand Haven & Milwaukee Ry.					190.52	4.42	124.98	319.92	319.92
29	Detroit & Huron Ry.					18.59		5.87	24.46	24.46
30										
31										
32										
33	Grand Trunk Western Ry.	16			16	235.71	224.41	128.05	588.17	877.40
34	Michigan Air Line Ry.					105.60		12.45	118.05	118.05
35	Pontiac, Oxford & Northern R. R.					100.59		12.34	112.93	112.93
36	Toledo, Saginaw & Muskegon Ry.	20.32			20.32	116.23		13.16	129.39	129.39
37	St. Clair Tunnel Co.					1.12			1.12	1.12

TABLE NO. 9.—MILEAGE OPERATED IN MICHIGAN.—Concluded.

Number.	Railroads.	Miles operated under trackage rights.				Total mileage operated in Michigan.				Total mileage of all tracks operated, entire line.
		Miles of single track.	Miles of second track.	Miles of yard track and sidings.	Total miles of track.	Miles of single track.	Miles of second, third and fourth track.	Miles of yard track and sidings.	Total miles of track.	
37	Houghton, Chassell & Southwestern R. R.					14.50			14.50	14.50
38	Kalamazoo, Lake Shore & Chicago Ry.					50.51		4.00	54.51	54.51
40	Keweenaw Canal R. R.	3.30			6.90	30.32		6.24	45.63	45.63
41	Lake Shore & Michigan Southern Ry.	4.13		3.60	4.13	588.73		160.50	747.23	4,446.47
51	Lake Superior & Ishpeming Ry.	.92		14.12	15.04	35.36		49.61	84.87	84.87
53	Ludington & Northern Ry.					7.30		.25	7.55	7.55
55	Manistee & Luther R. R.					67.00			67.00	67.00
56	Manistee & North Eastern R. R.	6.00			6.00	189.82		52.26	242.08	242.08
57	Manistique & Lake Superior R. R.					68.43		9.17	77.60	77.60
58	Michigan Ry. Co.					45.99			45.99	45.99
59	Michigan Central R. R.	.23			23	1,190.10	255.27	1,030.42	2,484.79	3,852.72
75	Michigan East & West Ry.					77.00		30.40	107.40	107.40
76	Mineral Range R. R.	3.56			3.56	121.50		62.83	184.42	184.42
77	Minneapolis, St. Paul & Sault Ste. Marie Ry.	.94			.94	248.25		84.27	332.52	5,160.59
79	Munising, Marquette & Southeastern Ry.					137.02		60.34	197.36	197.36
81	Ontonagon R. R.	1.04			1.04	15.00			15.00	15.00
82	Pere Marquette R. R.	29.72	12.77		42.49	1,819.92	72.50	712.76	2,605.18	3,452.77
83	Port Huron Southern R. R.					4.39		3.34	7.73	7.73
85	Traverse City, Leelanau & Manistique Ry.	5.77			5.77	29.81		3.11	32.92	32.92
86	Wabash R. R.	29.78	4.58	9.94	44.30	105.60	46.88	71.78	224.26	4,172.79
87	Wisconsin & Michigan Ry.	2.22			2.22	59.00			61.22	164.58
88	Wyandotte Southern R. R.					1.00		3.25	4.25	4.25
89	Wyandotte Terminal R. R.					1.52		13.93	15.45	15.45
Total		252.30	18.11	81.85	352.26	9,101.44	718.41	4,103.46	13,923.31	55,969.43

\*This is connection tracks.

TABLE NO. 9A.—MILEAGE—NEW LINE CONSTRUCTED DURING YEAR IN MICHIGAN.

Number.	Railroads.	Miles of single (first) track.	Miles of second track.	Miles of yard track and sidings.	Total miles constructed.
1	Ann Arbor R. R.			.65	.65
5	Chicago, Kalamazoo & Saginaw Ry.			.99	.99
6	Chicago, Milwaukee & St. Paul Ry.	12.93			12.93
7	Chicago & Northwestern Ry.			11.93	11.93
10	Copper Range R. R.	3.30		.51	3.81
13	Detroit, Bay City & Western R. R.			7.43	7.43
14	Detroit & Charlevoix R. R.	20.00			20.00
16	Detroit Terminal R. R.	2.74			2.74
17	Detroit & Toledo Shore Line R. R.	3.84		2.18	6.02
18	Detroit & Toledo Shore Line R. R.		.18	10.54	10.72
19	Duluth, South Shore & Atlantic Ry.	.92		7.78	8.70
23	Escanaba & Lake Superior R. R.			.39	.39
24	Grand Rapids & Indiana Ry.			4.93	4.93
28	Grand Trunk System:				
32	Chicago, Detroit & Canada Grand Trunk Junction R. R.			.65	.65
	Detroit & Huron Ry.	18.59		5.87	24.46
29	Cincinnati, Saginaw & Mackinaw R. R.			.13	.13
30	Detroit, Grand Haven & Milwaukee Ry.			5.23	5.23
34	Michigan Air Line Ry.			.29	.29
35	Pontiac, Oxford & Northern R. R.			.04	.04
36	Toledo, Saginaw & Muskegon Ry.			.52	.52
51	Lake Superior & Ishpeming Ry.			1.59	1.59
57	Manistique & Lake Superior R. R.			1.27	1.27
59	Michigan Central R. R.		.25	28.42	28.67
76	Mineral Range R. R.			1.70	1.70
86	Wabash R. R.		.01		.01
	Total	62.32	.44	93.04	155.80

TABLE NO. 10.—EMPLOYEES AND SALARIES—MICHIGAN.

Number.	Railroads.	General officers.				Other officers.				Other office clerks.			
		No. on June 30, 1914.	Total number of days worked.	Total yearly compensation.	Average daily compensation.	No. on June 30, 1914.	Total number of days worked.	Total yearly compensation.	Average daily compensation.	No. on June 30, 1914.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
1	Ann Arbor R. R.	17	5,396	\$49,382 95	\$9 15	18	6,124	\$22,922 71	\$3 74	100	35,122	\$70,551 91	\$2 01
2	Arcadia & Betsey River Ry.	3	...	...	...	2	312	1,108 95	3 64	1	312	577 50	1 85
3	Blaney & Southern Ry.	4	...	...	...	...	...	...	...	...	...	...	...
4	Bozette City, Gaylord & Alpena R. R.	3	939	3,452 92	3 70	4	1,252	6,297 81	5 03	3	833	1,577 50	1 89
5	Chicago, Kalamazoo & Saginaw Ry.	2	1,825	3,780 00	5 18	3	3,285	3,240 00	2 96	2	730	1,440 00	1 97
6	Chicago, Milwaukee & St. Paul Ry.	...	...	...	...	...	...	...	...	...	...	...	...
7	Chicago & Northwestern Ry.	...	...	...	...	2	626	6,099 96	9 74	13	4,017	11,081 20	2 76
8	Cincinnati Northern R. R.	...	...	...	...	1	313	2,500 20	7 99	...	...	...	...
9	Cincinnati, Wabash & Michigan Ry.	...	...	...	...	3	109	818 53	7 51	...	...	...	...
10	Copper Range R. R.	1	365	2,180 00	5 97	7	2,457	16,550 00	6 74	11	2,648	5,796 16	2 19
11	Delray Connecting R. R.	8	2,100	2,100 00	1 00	2	569	1,700 00	2 99	3	927	3,560 00	3 84
12	Delray Terminal R. R. (not reported)	...	...	...	...	...	...	...	...	...	...	...	...
13	Detroit, Bay City & Western R. R.	4	1,460	1,560 00	4 27	2	730	3,600 00	4 95	3	1,095	2,259 96	2 06
14	Detroit & Charlevoix R. R.	1	365	18,299 80	10 03	15	5,475	17,395 00	4 65	33	12,099	30,101 95	2 49
15	Detroit & Mackinac Ry.	7	1,825	...	...	9	3,742	...	...	...	...	...	...
16	Detroit Terminal R. R.	1	365	4,200 00	11 51	5	1,825	6,690 00	3 67	13	4,441	7,644 30	1 72
17	Detroit, Toledo & Ironton R. R.	4	1,400	20,691 63	14 78	14	5,109	29,274 34	5 73	33	12,044	24,998 17	2 08
18	Detroit & Toledo Shore Line R. R.	3	834	7,800 00	9 47	3	1,095	5,067 50	4 63	45	15,898	37,205 16	2 34
19	Duluth, South Shore & Atlantic Ry.	5	1,438	18,093 34	12 59	6	1,853	16,730 00	9 03	76	27,210	55,720 58	2 05
20	East Jordan & Southern R. R.	3	...	3,000 00	...	...	...	...	...	1	...	600 00	...
21	Empire & South Eastern R. R.	5	...	...	...	...	...	...	...	...	...	...	...
22	Erie & Michigan Ry. & Nav. Co.	3	924	3,300 00	3 57	4	1,232	3,840 00	3 12	5	1,832	6,555 68	3 58
23	Escanaba & Lake Superior R. R.	2	730	6,499 92	8 90	...	...	...	...	...	...	...	...
24	Grand Rapids & Indiana Ry.	9	3,285	54,590 05	16 62	8	3,997	26,201 40	6 55	224	66,916	185,849 35	2 78
25	Grand Trunk System:	...	...	...	...	...	...	...	...	...	...	...	...
26	Chicago, Detroit & Canada G. T. Junction R. R.	12	216	3,802 37	17 00	2	588	3,373 95	5 74	18	6,676	11,531 91	1 73
27	Cincinnati, Saginaw & Mackinac R. R.	1	114	2,155 62	19 17	10	626	3,550 66	5 67	10	3,634	6,210 60	1 71
28	Detroit, Grand Haven & Milwaukee Ry.	4	820	14,401 12	17 56	12	4,447	21,870 46	4 92	66	23,947	40,921 87	1 71
29	Detroit & Huron Ry.	3	14	239 52	17 10	1	15	147 86	9 86	1	398	680 61	1 71
30	Grand Trunk Western Ry.	4	1,640	28,802 24	17 56	19	8,516	41,635 25	4 89	133	49,011	85,911 36	1 70
31	Michigan Air Line Ry.	5	135	2,365 26	17 52	3	872	4,050 12	4 64	11	3,933	6,721 06	1 71
32	Pontiac, Oxford & Northern R. R.	3	133	2,335 32	17 50	2	512	3,101 64	6 05	10	3,893	6,635 98	1 71
33	Toledo, Saginaw & Muskegon Ry.	5	130	2,275 44	17 50	1	144	1,404 72	9 75	10	3,784	6,465 83	1 70
34	St. Clair Tunnel Co.	2	365	2,400 00	6 58	...	...	...	...	2	567	1,350 08	2 38

MICHIGAN RAILROAD COMMISSION.

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37	Houghton, Chasell & Southwestern R. R.	4	365	1,440 00	3 95	1	313	4 80	1 33	5	1,825	3,284 11	4 37
38	Kalamazoo, Lake Shore & Chicago Ry.	3				1	549	2,400 00	4 37	2	291	735 50	2 53
40	Keweenaw Central R. R.						155	1,013 32	6 56				
41	Lake Shore & Michigan Southern Ry.	7	1,341	8,665 00	6 39	3	1,005	8,040 00	8 00	21	77 83	19,862 33	2 55
51	Lake Superior & Ishpeming Ry.	3	939	2,000 00	2 13	2	446	1,593 55	3 55				
53	Ludington & Northern Ry.												
54	Manistee & Grand Rapids R. R.		294	1,540 00	5 23		147	600 00	4 08		337	787 33	2 21
55	Manistee & Luther R. R.	1	210	999 97	4 76		156	750 00	4 81	2	595	2,467 53	4 15
56	Manistee & North Eastern R. R.	6	1,884	18,200 03	9 66	15	1,395	9,485 28	6 80	15	4,816	11,477 24	2 38
57	Manistee & Lake Superior R. R.	5	582	3,320 00	5 70	5	703	3,600 00	5 12	3	921	1,980 00	2 15
58	Michigan Ry. Co.												
59	Michigan Central R. R.	12	4,380	124,950 00	28 53	85	31,016	193,896 01	6 25	821	310,675	676,887 03	2 18
95	Detroit River Tunnel Co.												
75	Michigan East & West Ry.	5	436	2,340 00	5 37	1	218	900 00	4 13	2	436	1,011 00	2 32
77	Minneapolis, St. Paul & Salt Ste. Marie Ry.	1	405	11,091 28	27 38	2	800	6,983 32	8 70	51	16,223	36,505 30	2 19
79	Munising, Marquette & Southeastern Ry.	4	1,154	6,140 00	5 32	1	365	1,616 00	4 42	5	1,825	6,533 00	3 58
76	Mineral Range R. R.	8	568	7,390 00	13 01	7	736	6,572 00	8 93	11	3,290	7,099 00	2 15
80	Ontonagon R. R.	2	600	840 00	1 40	1	300	240 00	80	2	600	300 00	50
82	Pere Marquette R. R.	22	5,616	136,934 38	24 38	42	11,992	91,865 00	7 66	651	185,710	469,386 64	2 49
83	Port Huron Southern R. R.	2	624	2,550 00	4 09								
85	Traverse City, Leelanau & Manistique R. R.	2	730	1,560 00	2 13					2	318	709 80	2 23
86	Wabash R. R.	2	720	13,805 08	16 16	9	3,285	16,611 21	5 02	39	14,235	31,502 41	2 21
87	Wisconsin & Michigan Ry.	1	313	1,500 00	4 79								
88	Wyandotte Southern R. R.	4	1,228			2	614	668 32	1 09	1	307	691 10	2 22
89	Wyandotte Terminal R. R.	3				3	308	100 00	32	1	308	840 00	2 72
93	Ste Marie Union Depot Co.	5											
	Total, Upper Peninsula.	52	7,861	\$87,059 54	\$8 53	33	8,308	\$59,389 40	\$7 15	204	87,528	\$53,499 75	\$2 27
	Total, Lower Peninsula.	174	41,346	535,873 70	13 28	312	102,020	537,060 45	5 25	2,261	766,722	1,724,799 29	2 25
	Total, Michigan.	226	49,207	\$602,933 24	\$12 50	345	110,328	\$596,449 85	\$5 38	2,465	884,245	\$1,878,299 04	\$2 25

aGeneral officers worked 1,095 days without compensation.  
bSix other officers worked 2,190 days without compensation.

TABLE NO. 10.—EMPLOYEES AND SALARIES—MICHIGAN.—Continued.

Number.	Railroads.	Station agents.				Other station men.				Enginemen.			
		No. on June 30, 1914.	Total number of days worked.	Total yearly compensation.	Average daily compensation.	No. on June 30, 1914.	Total number of days worked.	Total yearly compensation.	Average daily compensation.	No. on June 30, 1914.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
1	Ann Arbor R. R.	45	16,522	\$32,755 16	\$1 98	115	38,696	\$68,103 57	\$1 76	75	23,749	\$77,727 86	\$3 27
2	Arcadia & Bay City River Ry.	2	337	971 50	2 88					1	303	1,040 00	3 43
3	Bay City & Southern R.	1	313	996 00	3 18	7	2,090	4,169 09	1 99	1	362	1,232 25	3 40
4	Boyer City, Gaylord & Alpena R. R.									8	2,477	7,056 67	2 84
5	Chicago, Kalamazoo & Saginaw Ry.	10	3,717	4,944 00	1 33	11	4,079	7,546 56	1 85	4	1,391	4,697 89	3 33
6	Chicago, Milwaukee & St. Paul Ry.	16	5,190	13,380 00	2 58	76	23,461	46,548 60	1 98	25	8,897	48,600 39	5 46
7	Chicago & Northwestern Ry.	53	16,198	47,009 98	2 90	80	27,309	51,489 35	1 89	57	29,449	146,768 31	4 98
8	Cincinnati Northern R. R.	2	2,504	6,111 74	2 44	2	633	1,054 18	1 67	5	1,911	11,141 90	5 83
9	Cincinnati, Warren & Michigan Ry.	7	2,191	5,197 51	2 37	9	2,865	5,232 59	1 83	4	1,624	10,529 25	6 65
10	Copper Range R. R.	16	4,931	11,471 44	2 33	46	9,946	19,195 34	1 93	16	4,390	21,028 09	4 79
11	Delaware Connecting R. R.									9	3,340	14,330 90	4 29
12	Delaware Terminal R. R.									4	784	3,057 60	3 90
13	Detroit, Bay City & Western R. R.	6	2,591	4,482 43	1 73	1	365	600 00	1 65	4	784	3,057 60	3 90
14	Detroit & Charlevoix R. R.	2	758	1,554 85	2 06	2	745	1,039 08	1 42	5	1,696	5,578 15	3 33
15	Detroit & Mackinac Ry.	38	13,716	27,762 13	2 02	75	26,416	37,545 04	1 42	30	9,114	43,549 86	4 77
16	Detroit Terminal R. R.	15	5,475	10,767 60	1 97					10	3,758	15,544 85	4 14
17	Detroit, Toledo & Ironton R. R.	8	3,100	6,336 73	2 04	22	8,077	11,080 85	1 37	11	3,925	20,933 67	5 33
18	Detroit & Toledo Shore Line R. R.	3	1,085	3,136 90	2 89					11	3,925	20,933 67	5 33
19	Detroit, Toledo & Lake Superior R. R.	45	14,444	36,127 05	2 50	134	47,423	83,182 62	1 76	67	26,207	122,007 34	4 55
20	Duluth, South Shore & Atlantic Ry.												
21	East Jordan & Southern R. R.	1	472	1,156 33	2 45	3		1,584 04		2	462	2,183 24	3 04
22	Empire & South Western R. R.	2	365	1,200 00	3 29	1	365	60 00	1 6	2	616	1,463 45	3 17
23	Erie & Michigan Ry. & Nav. Co.	2	730	2,355 00	3 23	9	3,285	5,700 55	1 75	8	2,644	8,887 39	3 36
24	Escanaba & Lake Superior R. R.												
25	Grand Rapids & Indiana Ry.	95	33,994	73,771 05	2 17	298	106,878	187,518 50	1 75	114	36,861	190,845 25	5 18
26	Grand Trunk System:												
27	Chicago, Detroit & Canada G. T. June. R. R.	7	2,555	5,713 08	2 25	212	77,390	143,445 62	1 84	37	11,874	59,126 35	4 98
28	Grand Trunk Western Ry.	0	3,240	7,149 20	2 23	51	9,360	38,631 92	2 10	10	3,452	17,883 77	5 18
29	Grenville, Saginaw & Mackinaw Ry.	35	12,775	33,970 60	2 63	590	189,800	341,497 48	1 79	83	24,376	128,788 94	5 28
30	Detroit, Grand Haven & Milwaukee Ry.												
31	Detroit & Huron Ry.	1	410	1,130 00	2 76	1	137	180 00	1 31	2	269	1,383 61	5 14
32													
33	Grand Trunk Western Ry.	38	13,685	37,477 20	2 74	199	65,129	126,975 24	1 95	94	28,286	154,568 39	5 46
34	Michigan L. Ry.	15	5,475	11,212 92	2 03	26	9,400	15,010 08	1 58	13	2,639	15,532 32	5 89
35	Pontiac, Oxford & Northern R. R.	16	5,840	11,682 42	2 03	27	9,855	14,406 58	1 46	10	2,590	15,686 24	6 06
36	Toto, Saginaw & Muskegon Ry.	14	5,110	11,017 32	2 13	16	5,840	8,621 04	1 48	7	2,066	12,439 15	6 02
37	St. Clair Tunnel Co.									2	840	4,244 50	5 05



37	Houghton, Chasell & Southwestern R. R.	1	313	5,479 49	1 20	1 67	16	5,840	6,500 42	1 11	2	600	2,000 00	3 00
38	Kalamazoo, Lake Shore & Chicago Ry	9	3,235	1,448 99		1 68					5	1,825	3,880 40	2 10
40	Keweenaw Central R. R.	4	864								1	204	710 38	3 48
41	Lake Shore & Michigan Southern Ry	100	28,841	68,703 47		2 38	404	144,856	272,331 16	1 88	56	18,426	84,312 68	4 58
51	Lake Superior & Ishpeming Ry	3	1,095	3,260 00		2 98	43	14,267	34,583 10	2 42	8	2,260	9,945 10	4 40
53	Ludington & Northern Ry	1	78	195 00		2 90					5	666	2,009 05	3 02
55	Manistee & Luther R. R.	23	8,197	15,635 11		1 91	20	7,222	9,599 57	1 33	2	1,112	3,846 60	3 46
56	Manistee & North Eastern R. R.	2	698	1,440 00		2 06	8	2,776	5,434 91	1 96	6	4,828	21,064 08	4 36
57	Manistique & Lake Superior R. R.	5	1,300	2,975 00		2 28	2	520	1,000 00	1 92	1	260	6,910 61	3 00
58	Michigan Ry. Co.												1,040 00	4 00
59	Michigan Central R. R.	184	63,258	154,101 20		2 44	1,650	615,262	1,269,814 90	2 06	572	180,281	996,236 05	6 30
95	Detroit River Tunnel Co.													
75	Michigan East & West R. R.	4	872	1,692 00		1 94	2	448	331 20	74	3	531	1,551 75	2 92
77	Minneapolis, St. Paul & Sault Ste Marie Ry	19	8,254	17,978 15		2 18	225	38,202	82,253 64	2 15	30	9,779	52,880 28	5 41
79	Munising, Marquette & South Eastern Ry	11	3,643	7,769 00		2 13	24	8,507	12,580 75	1 48	10	3,423	15,192 40	4 44
76	Mineral Range R. R.	19	6,437	15,543 98		2 41	50	14,531	25,645 08	1 76	26	4,962	23,527 68	4 74
80	Ontonagon R. R.													
82	Pere Marquette R. R. R.	316	77,880	209,349 80		2 69	994	285,503	612,679 76	2 07	406	104,187	563,360 83	5 41
83	Port Huron Southern R. R.													
85	Traverse City, Leelanau & Manistique Ry	4	1,338	2,174 00		1 55	3	568	506 65	89	1	416	1,797 33	4 32
86	Wabash R. R.	24	8,760	17,365 40		2 04	94	34,310	69,478 18	1 94	37	13,505	71,279 48	4 70
87	Wisconsin & Michigan Ry	7	2,191	2,625 00		1 29	1	313	270 00	83		307	1,020 00	3 32
88	Wyandotte Southern R. R.													
89	Wyandotte Terminal R. R.													
93	Ste. Marie Union Depot Co.	1	365	1,500 00		4 11	6	2,424	3,959 10	1 63				3 90
Total, Upper Peninsula.		199	65,353	\$161,909 79		\$2 47	702	192,424	\$370,843 34	\$1 96	283	95,818	\$460,716 58	\$4 82
Total, Lower Peninsula.		1,049	330,039	778,767 14		2 36	4,792	1,685,921	3,262,786 40	1 96	1,659	476,932	2,582,005 49	5 40
Total, Michigan.		1,248	395,392	\$940,676 93		\$2 38	5,494	1,858,345	\$3,633,579 74	\$1 96	1,947	572,750	\$3,042,722 07	\$5 31

## ANNUAL REPORT.

TABLE NO. 10.—EMPLOYEES AND SALARIES—MICHIGAN.—Continued.

Number.	Railroads.	Firemen.				Conductors.				Other trainmen.			
		No. on June 30, 1914.	Total number of days worked.	Total yearly compensation.	Average daily compensation.	No. on June 30, 1914.	Total number of days worked.	Total yearly compensation.	Average daily compensation.	No. on June 30, 1914.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
1	Ann Arbor R. R.	91	27,370	\$51,920 07	\$1 88	62	21,650	\$72,911 38	\$3 36	135	41,285	\$77,375 89	\$1 88
2	Aradach & Deser River Ry.	1	312	968 50	2 94	1	313	976 00	2 16	1	313	983 25	1 89
3	Blanch & Southern Ry.	1	372	819 10	2 20	1	372	816 80	2 16	1	372	819 81	2 35
4	Boyer City, Gaylord & Alpena R. R.	8	2,494	4,490 33	1 80	8	2,357	5,893 00	2 50	8	2,054	3,751 51	1 85
5	Chicago, Kalamazoo & Saginaw Ry.	4	1,423	3,900 08	2 53	4	1,232	4,933 25	3 54	6	1,891	4,746 50	2 51
6	Chicago, Milwaukee & St. Paul Ry.	23	9,616	30,480 20	3 07	19	7,051	32,085 06	4 54	49	18,585	56,203 70	3 03
7	Chicago & North Western Ry.	90	33,569	107,440 61	3 20	49	17,589	80,772 56	4 60	207	69,164	219,033 39	3 17
8	Cincinnati Northern R. R.	5	1,911	6,951 70	3 64	4	1,484	6,985 95	4 70	10	3,476	10,636 83	3 06
9	Cincinnati, Washburn & Michigan Ry.	4	1,624	6,683 25	4 12	4	1,521	6,389 50	5 52	9	3,160	11,582 48	3 07
10	Copper Range R. R.	18	4,416	12,319 75	2 79	13	4,164	15,620 29	3 70	34	8,648	22,362 56	2 99
11	Delaware Connecting R. R.	11	3,568	10,630 07	2 98	9	3,201	14,462 89	4 52	12	4,982	20,785 07	4 47
12	Delaware Terminal R. R. (no report)												
13	Detroit, Ely City & Western R. R.	4	839	2,765 30	2 70	4	730	2,592 00	3 60	8	1,094	2,713 12	2 49
14	Detroit, Charlevoix R. R.	5	1,459	3,092 60	2 33	1	317	916 45	2 89	8	2,020	5,899 10	2 43
15	Detroit & Mackinac	28	8,824	26,066 27	2 95	26	9,202	35,237 50	3 83	48	16,894	44,903 88	2 96
16	Detroit Terminal R. R.	10	3,755	9,797 95	2 61								
17	Detroit, Toledo & Pontiac R. R.	11	3,925	13,211 66	3 27	10	3,591	14,942 05	4 16	33	11,434	41,692 45	3 65
18	Detroit & Toledo Shore Line R. R.	12	3,212	10,606 40	2 91	21	7,998	22,510 85	3 07	21	7,998	22,510 85	3 07
19	Duluth, South Shore & Atlantic Ry.	67	25,990	75,494 10	2 90	52	21,294	95,349 82	4 48	135	58,554	161,835 04	2 77
20	East Jordan & Southern R. R.	2	462	1,921 28	2 00	2	365	1,612 19	2 50	5	1,789	7,899 43	1 75
21	Empire & South Eastern R. R.	1	303	1,030 50	2 25	1	303	1,140 00	2 62	2	605	1,381 44	2 25
22	Erie & Michigan Ry. & N. Co.	1	303	6,447 25	1 78	1	303	1,050 00	3 47	2	616	1,351 67	2 24
23	Escanaba & Lake Superior R. R.	8	2,651	6,447 25	2 43	7	2,419	7,559 32	3 12	20	5,238	12,077 30	2 51
24	Grand Rapids & Indiana Ry.	129	41,239	118,965 95	2 88	105	37,209	141,789 95	3 81	226	81,176	205,446 45	2 53
25	Grand Trunk System												
26	Chicago, Detroit & Canada G. T. June R. R.	37	11,874	33,563 14	2 83	13	3,510	17,403 97	4 96	109	34,890	116,521 26	3 24
27	Cincinnati, Saginaw & Milwaukee R. R.	10	3,452	10,515 25	3 08	6	1,669	8,098 64	4 84	10	3,234	9,162 96	2 83
28	Cincinnati, Saginaw & Milwaukee R. R.	30	9,616	28,480 00	3 11	39	11,310	60,707 81	5 36	191	61,130	206,396 71	3 58
29	Detroit, Grand Haven & Milwaukee Ry.	91	24,376	78,851 92	2 99	2	510	2,545 26	4 99	3	1,092	3,880 72	3 28
30	Detroit & Huron Ry.	1	269	805 22	2 99								
31	Grand Trunk Western Ry.	91	28,256	94,662 51	3 85	82	21,330	104,712 12	4 92	188	50,750	156,162 06	3 08
32	Michigan Trunk Ry.	12	2,639	9,267 04	3 51	7	1,960	9,116 88	4 66	17	5,304	17,492 08	3 20
33	Pontiac, Detroit & Northern R. R.	10	3,452	8,429 07	3 43	6	1,710	8,550 35	5 00	16	4,992	16,237 40	3 30
34	Pontiac, Detroit & Northern R. R.	7	2,690	7,190 67	3 48	6	2,040	10,273 11	5 03	14	4,368	12,080 10	2 76
35	Tonawanda, Saginaw & Muskegon Ry.	2	840	2,370 01	2 82	2	912	3,773 96	4 14	3	913	3,067 44	3 56
36	St. Clair Tunnel Co.												

37	Houghton, Chasell & Southwestern R. R.	2	600	1,560 00	2 50	5	1,825	3,607 33	2 10	2	600	15 60	2 50
38	Kalamazoo, Lake Shore & Chicago Ry	6	2,190	2,541 64	1 16	1	235	965 67	4 11	9	3,285	3,726 67	1 13
40	Keweenaw Central R. R.	1	268	740 61	2 76	1	235	965 67	4 11	1	305	806 62	2 64
41	Lake Shore & Michigan Southern Ry	57	19,194	55,295 16	2 88	55	17,913	74,873 27	4 18	118	38,002	108,231 89	2 85
51	Lake Superior & Ishpeming Ry	8	2,260	6,337 01	2 36	2	627	2,747 63	4 38	20	5,582	19,134 23	3 43
53	Ludington & Northern Ry	5	669	1,401 66	2 09	4	680	1,939 72	2 93	2	375	717 96	1 92
55	Manistee & Luther R. R.	2	1,109	2,350 70	2 12	2	1,058	2,878 38	2 72	4	1,669	3,518 02	2 12
56	Manistee & North Eastern R. R.	16	4,943	12,424 46	2 51	16	4,630	19,036 25	4 11	29	9,134	22,809 40	2 50
57	Manistique & Lake Superior R. R.	6	2,294	4,823 34	2 10	6	2,230	5,708 26	2 56	8	2,779	5,587 09	2 01
58	Michigan Ry. Co.	1	280	910 00	3 50	1	260	640 00	2 50	2	520	910 00	1 75
59	Michigan Central R. R.	579	172,132	618,087 05	3 60	250	86,406	429,985 43	4 98	918	376,909	1,360,991 88	3 61
95	Detroit River Tunnel Co.												
75	Michigan East & West Ry	3	532	1,063 84	2 00	3	531	1,399 79	2 64	6	997	1,965 98	1 98
77	Minneapolis, St. Paul & Sault Ste. Marie Ry	30	9,779	33,662 48	3 44	20	8,122	36,227 34	4 46	77	28,312	86,451 00	3 00
79	Munising, Marquette & Southeastern Ry	10	3,423	10,164 75	2 97	10	3,032	12,644 23	4 17	21	7,228	19,836 32	2 74
76	Mineral Range	24	5,013	14,571 89	2 91	20	4,260	18,024 75	4 23	46	9,009	30,359 25	3 16
80	Ontonagon R. R.	1	316	630 10	1 99	1	284	710 50	2 50				
82	Pere Marquette R. R.	410	105,110	347,914 23	3 31	394	89,030	446,612 91	5 02	688	181,572	651,418 61	3 59
83	Port Huron Southern R. R.	2	560	1,439 91	2 62	1	312	1,410 00	4 52	3	879	2,459 84	2 80
85	Traverse City, Leelanau & Manistique R. R.	1	416	895 22	2 15	1	420	1,367 25	3 25	2	844	1,755 09	2 07
86	Wabash R. R.	37	13,505	44,402 32	2 93	23	8,395	42,209 61	4 33	76	27,740	95,321 14	2 99
87	Wisconsin & Michigan Ry												
88	Wyandotte Southern R. R.	1	307	636 00	2 07	1	307	900 00	2 93	1	387	699 50	2 28
89	Wyandotte Terminal R. R.	4	1,460	3,753 56	2 57	4	1,460	5,412 35	3 70	5	1,825	6,409 07	3 51
93	Ste. Marie Union Depot Co.												
	Total, Upper Peninsula	287	100,873	\$205,511 05	\$3 03	201	71,479	\$308,931 41	\$4 33	620	215,246	\$684,153 91	\$2 94
	Total, Lower Peninsula	1,701	498,592	1,598,663 47	3 20	1,164	341,643	1,570,443 39	4 59	2,961	990,635	3,262,639 34	3 30
	Total, Michigan	1,998	599,465	\$1,904,174 52	\$3 18	1,365	413,122	\$1,879,374 80	\$4 54	3,581	1,205,881	\$3,896,793 25	\$3 23

TABLE NO. 10.—EMPLOYEES AND SALARIES—MICHIGAN—Continued.

Number.	Railroads.	Machinists.				Carpenters.				Other shopmen.			
		No. on June 30, 1914.	Total number of days worked.	Total yearly compensation.	Average daily compensation.	No. on June 30, 1914.	Total number of days worked.	Total yearly compensation.	Average daily compensation.	No. on June 30, 1914.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
1	Ann Arbor R. R.	25	10,025	\$33,423 65	\$3 33	24	9,989	\$23,546 75	\$2 36	144	44,965	\$114,180 81	\$2 53
2	Arcadia & Beesey River Ry.	1	113	226 00	2 00	1	113	226 00	2 00	1	113	226 20	2 00
3	Blaisy & Southern Ry.	14	4,318	13,603 02	3 15	14	4,314	9,491 91	2 20	32	10,403	24,929 93	2 31
4	Bozoy City, Gaylord & Alpena R. R.	2	566	1,721 09	3 04	5	1,419	4,241 39	2 99	14	3,749	9,035 08	2 41
5	Chicago, Kalamazoo & Saginaw Ry.	2	850	3,596 12	3 87	18	12,206	29,498 68	2 42	34	14,547	31,896 35	2 19
6	Chicago, Milwaukee & St. Paul Ry.	54	15,572	47,317 29	3 04	111	26,997	58,635 99	2 17	282	93,978	176,729 83	1 88
7	Chicago & North Western Ry.	4	1,089	3,595 85	3 26	8	2,758	8,284 57	2 28	20	6,999	14,936 43	2 13
8	Cincinnati Northern R. R.	2	870	2,850 09	3 27	7	2,485	5,972 84	2 40	12	4,084	9,104 81	2 23
9	Cincinnati, Wabash & Michigan Ry.	7	1,741	5,516 14	3 17	15	3,261	7,957 30	2 45	22	5,999	14,078 26	2 35
10	Copper Range R. R.	No report.				16	5,484	13,291 30	2 44	1	312	157 70	60
11	Delray Connecting R. R.	3	936	2,602 08	2 78	3	936	2,602 08	2 78	10	2,862	5,008 50	1 75
12	Delray Terminal R. R.	1	362	1,033 25	2 85	1	362	1,033 25	2 85	5	1,641	4,009 03	2 47
13	Detroit, Bay City & Western R. R.	18	6,136	20,238 88	3 29	27	8,507	21,531 18	2 54	185	44,200	68,157 40	1 54
14	Detroit & Charlevoix R. R.	3	750	2,665 90	3 55	7	684	1,826 80	2 30	12	4,318	8,936 48	2 07
15	Detroit & Mackinac Ry.	30	6,818	24,958 61	3 67	14	4,320	10,797 30	2 50	8	2,923	5,704 68	1 95
16	Detroit Terminal R. R.	1	1,220 00	4 00	4 00	2	1,014	1,952 00	2 00	8	114,566	242,388 20	2 11
17	Detroit, Toledo & Winton R. R.	1	1,220 00	4 00	4 00	1	1,014	1,952 00	2 00	8	114,566	242,388 20	2 11
18	Detroit & Toledo Shore Line R. R.	1	1,220 00	4 00	4 00	1	1,014	1,952 00	2 00	8	114,566	242,388 20	2 11
19	Duluth, South Shore & Atlantic Ry.	8	2,751	8,966 75	3 26	1	327	984 00	3 00	35	10,175	21,033 78	2 07
20	East Jordan & Southern R. R.	60	16,974	53,764 25	3 17	63	12,907	34,404 95	2 67	217	73,310	184,580 60	2 52
21	Empire & South Eastern R. R.	16	5,180	11,895 70	2 30	16	5,180	11,895 70	2 30	31	9,776	23,978 72	2 45
22	Empire & Michigan Ry. & N. Co.	98	2,480	5,855 23	2 35	98	2,480	5,855 23	2 35	31	9,776	23,978 72	2 45
23	Escanaba & Lake Superior R. R.	83	22,564	57,999 45	2 57	83	22,564	57,999 45	2 57	31	9,776	23,978 72	2 45
24	Grand Rapids & Indiana Ry.	1	316	754 84	2 38	1	316	754 84	2 38	31	9,776	23,978 72	2 45
25	Grand Trunk System	16	5,180	11,895 70	2 30	16	5,180	11,895 70	2 30	31	9,776	23,978 72	2 45
26	Grand Trunk & Canada G. T. June R. R.	98	2,480	5,855 23	2 35	98	2,480	5,855 23	2 35	31	9,776	23,978 72	2 45
27	Grand Trunk & Saginaw & Mackinaw R. R.	83	22,564	57,999 45	2 57	83	22,564	57,999 45	2 57	31	9,776	23,978 72	2 45
28	Grand Trunk & Saginaw & Mackinaw R. R.	1	316	754 84	2 38	1	316	754 84	2 38	31	9,776	23,978 72	2 45
29	Grand Trunk & Saginaw & Mackinaw R. R.	16	5,180	11,895 70	2 30	16	5,180	11,895 70	2 30	31	9,776	23,978 72	2 45
30	Grand Trunk & Saginaw & Mackinaw R. R.	98	2,480	5,855 23	2 35	98	2,480	5,855 23	2 35	31	9,776	23,978 72	2 45
31	Grand Trunk & Saginaw & Mackinaw R. R.	83	22,564	57,999 45	2 57	83	22,564	57,999 45	2 57	31	9,776	23,978 72	2 45
32	Grand Trunk & Saginaw & Mackinaw R. R.	1	316	754 84	2 38	1	316	754 84	2 38	31	9,776	23,978 72	2 45
33	Grand Trunk Western Ry.	232	70,124	212,714 67	3 03	140	45,936	114,476 75	2 48	458	141,741	319,605 90	2 26
34	Grand Trunk Air Line Ry.	5	1,573	3,759 38	2 39	5	1,573	3,759 38	2 39	3	1,544	3,555 56	2 30
35	Grand Trunk & Saginaw & Mackinaw R. R.	4	1,264	3,016 38	2 33	4	1,264	3,016 38	2 33	3	1,544	3,555 56	2 30
36	Pontiac, Osgood & Northern R. R.	6	2,034	4,740 31	2 33	6	2,034	4,740 31	2 33	2	730	1,612 97	2 20
37	Pontiac, Saginaw & Muskegon R. R.	1	182	496 69	2 72	1	182	496 69	2 72	2	730	1,612 97	2 20
38	St. Clair Tunnel Co.												

37	Houghton, Chasell & Southwestern R. R.	9	3,285	6,832 18	2 08						4	1,200	600 00	2 00
38	Kalamazoo, Lake Shore & Chicago Ry.										10	3,590	7,070 71	1 94
40	Keweenaw Central R. R.										3	583	1,002 25	1 81
41	Lake Shore & Michigan Southern Ry.	2	611	1,744 25	2 85	35	13,124	36,685 84	2 80		116	48,786	99,473 40	2 04
51	Lake Superior & Ishpeming Ry.	10	2,579	9,160 52	3 55	4	980	3,063 81	3 29		85	238 14	59,452 57	2 30
53	Ludington & Northern Ry.													
55	Manistee & Luther R. R.	3	1,484	3,498 83	2 31	2	803	1,501 20	1 87					
56	Manistee & North Eastern R. R.	9	2,756	8,757 67	3 18	8	2,496	6,539 47	2 66		59	18,451	48,716 07	2 37
57	Manistique & Lake Superior R. R.	2	610	2,095 87	3 44	1	311	767 00	2 46		14	4,930	9,665 41	1 96
58	Michigan Ry. Co.													
59	Michigan Central R. R.	265	77,462	269,437 78	3 48	266	75,179	222,605 35	2 96		1,039	314,421	789,180 35	2 51
65	Detroit River Tunnel Co.													
75	Michigan East & West R. R.	1	198	650 00	2 28	1	100	299 10	2 09		4	702	1,448 30	2 06
77	Mineapolis, St. Paul & Sault Ste. Marie Ry.	23	8,047	23,075 28	2 87	33	10,869	28,097 62	2 58		18	5,325	15,273 14	2 87
79	Muskegon, Marquette & Southwestern Ry.					12	4,287	10,215 96	2 38		16	2,179	4,765 98	2 19
76	Mineral Range R. R.	8	1,807	6,026 36	3 33	6	1,975	4,751 15	2 41		108	24,806	50,827 32	2 05
80	Ontonagon R. R.													
82	Pere Marquette R. R.	336	100,975	344,637 39	3 41	216	64,014	157,911 95	2 47		2,161	691,455	1,452,262 67	2 10
83	Port Huron Southern R. R.	1	95	322 82	3 36									
85	Traverse City, Leelanau & Manistique Ry.													
86	Wabash R. R.	86	26,918	82,909 84	2 92	31	9,703	28,342 74	2 00		159	51,119	113,335 76	2 10
87	Wisconsin & Michigan Ry.													
88	Wyandotte Southern R. R.													
89	Wyandotte Terminal R. R.										1	315	709 87	2 25
93	Ste Marie Union Depot Co.													
	Total, Upper Peninsula.	136	40,855	\$130,742 94	\$3 20	223	71,349	\$170,739 27	\$2 39		973	304,442	\$697,753 09	\$2 08
	Total, Lower Peninsula.	1,101	333,070	1,090,101 85	3 27	1,108	302,267	783,929 76	2 58		4,662	1,482,574	3,308,908 62	2 22
	Total, Michigan.	1,237	373,925	\$1,220,844 79	\$3 26	1,331	373,636	\$954,669 03	\$2 55		5,635	1,787,016	\$3,936,561 71	\$2 20

TABLE NO. 10.—EMPLOYEES AND SALARIES—MICHIGAN.—Continued.

Number.	Railroads.	Section foremen.					Other trackmen.					Switch tenders, crossing tenders and watchmen.				
		No. on June 30, 1914.	Total number of days worked.	Total yearly compensation.	Average daily compensation.	No. on June 30, 1914.	Total number of days worked.	Total yearly compensation.	Average daily compensation.	No. on June 30, 1914.	Total number of days worked.	Total yearly compensation.	Average daily compensation.	No. on June 30, 1914.	Total number of days worked.	Total yearly compensation.
1	Ann Arbor R. R.	49	17,534	\$32,371 23	\$1 55	239	67,392	\$107,851 04	\$1 60	25	9,092	\$7,760 66	\$0 85			
2	Aradica & Betscy River R. R.	1	312	715 00	2 28	7	1,259	2,203 52	1 76							
3	Bay City & Southern Ry.	1	229	538 70	2 35	7	1,057	2,258 51	2 13	1	351	693 75	1 98			
4	Boyer City, Gaylord & Alpena R. R.	7	1,967	3,738 42	1 90	43	11,842	18,947 88	1 60							
5	Chicago, Kalamazoo & Saginaw Ry.	9	3,285	5,940 00	1 80	21	7,183	12,570 75	1 75	2	730	1,164 00	1 59			
6	Chicago & North Western Ry.	28	9,301	17,664 42	2 28	110	35,204	60,711 37	1 72	5	1,860	1,979 94	1 66			
7	Chicago & North Western Ry.	106	32,526	74,065 42	2 28	735	176,010	290,268 90	1 65	47	14,760	20,440 88	1 88			
8	Cincinnati Northern R. R.	8	2,504	5,828 75	2 33	22	6,978	13,274 20	1 90	2	626	894 81	1 43			
9	Cincinnati, Wabash & Michigan Ry.	3	985	2,259 71	2 29	19	4,827	9,217 34	1 91	3	931	974 96	1 05			
10	Copper Range R. R.	18	3,961	7,802 77	1 97	120	18,319	34,077 38	1 89	3	634	1,065 24	1 68			
11	Delray Connecting R. R.	3	944	2,898 97	3 07	110	19,850	39,897 32	2 01	3	1,118	2,314 71	2 07			
12	Delray Terminal R. R. (no report)															
13	Delray Terminal R. R. & Western R. R.	6	1,872	3,968 64	2 12	18	5,616	8,704 80	1 55	1	300	150 00	50			
14	Detroit, Bay City & Western R. R.	7	2,240	4,003 10	1 79	15	6,526	10,507 85	1 61							
15	Detroit & Charlevoix R. R.	56	20,465	40,668 13	1 99	115	28,996	47,946 90	1 66	1	365	1,380 00	3 78			
16	Detroit & Mackinac Ry.															
17	Detroit Terminal R. R.	9	2,598	6,443 30	2 48	81	18,393	35,827 25	1 90	1	365	600 00	1 64			
18	Detroit, Toledo & Ironston R. R.	13	4,843	7,972 99	1 65	66	24,271	32,502 68	1 85	20	7,167	8,339 37	1 16			
19	Detroit & Toledo Shore Line R. R.	13	4,710	10,600 98	2 25	103	25,814	44,497 28	1 73	1	360	720 00	2 00			
20	Duluth, South Shore & Atlantic Ry.	99	37,610	78,585 30	2 09	363	127,199	231,262 76	1 82	36	12,906	19,236 99	1 49			
21	East Jordan & Southern R. R.	5		3,000 00	2 00	24		9,757 53	1 65	4		1,821 88	1 75			
22	Empire & South Eastern R. R.	1	312	780 00	2 50	3	795	1,391 20	1 75	1	206	412 00	2 00			
23	Erie & Michigan Ry. & Nav. Co.															
24	Escanaba & Lake Superior R. R.	20	6,739	14,290 63	2 12	196	35,470	59,174 85	1 87							
25	Grand Rapids & Indiana Ry.	85	28,101	67,163 50	2 39	233	82,339	144,162 85	1 75	98	25,803	40,904 95	1 59			
26	Grand Trunk System:															
27	Chicago, Detroit & Canada G. T. June R. R.	12	4,390	9,828 00	2 25	59	18,363	32,558 52	1 76	39	14,235	21,555 46	1 53			
28	Cincinnati, Saginaw & Mackinaw R. R.	10	3,240	7,938 01	2 45	42	13,608	23,073 61	1 74	8	2,880	3,880 00	1 35			
29	Cincinnati, Saginaw & Mackinaw R. R.	39	14,235	28,800 00	2 02	186	57,660	101,707 96	1 77	112	40,880	49,058 79	1 20			
30	Detroit, Grand Haven & Milwaukee Ry.	2	546	1,120 00	2 05	7	2,170	3,607 03	1 65							
31	Detroit & Huron Ry.	63	20,494	50,221 80	2 45	256	82,837	144,068 61	1 74	52	19,058	25,985 54	1 36			
32	Grand Trunk Western Ry.	14	5,110	9,828 00	1 92	43	10,395	17,580 01	1 69	6	2,190	2,688 30	1 23			
33	Michigan Air Line Ry.	17	6,205	11,916 00	1 92	43	13,330	21,948 22	1 65	1	511	655 39	1 28			
34	Pontiac, Oxford & Northern R. R.	12	4,390	8,352 00	1 90	39	12,090	20,043 10	1 66	5	1,825	1,941 13	1 06			
35	Toledo, Saginaw & Muskegon Ry.															
36	St. Clair Tunnel Co.	1	89	225 00	2 53	2	921	1,553 70	1 70							

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TABLE NO. 10.—EMPLOYEES AND SALARIES—MICHIGAN.—Continued.

Number.	Railroads.	Telegraph operators and dispatchers.				Employees—Account of floating equipment.				All other employees and laborers.			
		No. on June 30, 1914.	Total number of days worked.	Total yearly compensation.	Average daily compensation.	No. on June 30, 1914.	Total number of days worked.	Total yearly compensation.	Average daily compensation.	No. on June 30, 1914.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
1	Ann Arbor R. R.	49	17,430	\$33,782 39	\$1 93	94	29,364	\$56,413 55	\$1 92	132	45,892	\$74,040 62	\$1 61
2	Beaumont & Detroit River Ry.												
3	Blaney & Southern Ry.												
4	Boyer & Southern Ry.	1	313	934 31	2 96					2	626	1,246 05	1 99
5	Chicago, Kalamazoo & Saginaw Ry.												
6	Chicago, Milwaukee & St. Paul Ry.	21	6,393	15,998 19	2 50					1	385	720 00	1 97
7	Chicago & Northwestern Ry.	58	18,780	44,792 47	2 39					234	45,900	88,535 18	1 94
8	Cincinnati Northern R. R.	4	1,178	2,708 28	2 30					278	91,360	211,828 26	2 32
9	Cincinnati, Western & Michigan Ry.												
10	Copper Range R. R.	7	1,691	4,981 29	2 95					13	4,355	9,457 74	2 17
11	Delray Connecting R. R.									9	3,584	7,727 86	2 17
12	Delray Terminal R. R. (no report)									108	15,666	36,838 65	2 33
13	Detroit, Bay City & Western R. R.	1	302	750 00	2 50					11	3,716	12,603 08	3 39
14	Detroit & Charlevoix R. R.	1	372	1,109 50	2 98								
15	Detroit & Mackinac Ry.	7	2,553	7,546 00	2 96					5	1,661	3,473 42	2 09
16	Detroit Terminal R. R.									129	38,405	67,484 07	
17	Detroit, Toledo & Ponton R. R.	7	2,588	8,143 42	3 15								
18	Detroit & Toledo Shore Line R. R.	13	4,548	10,638 42	2 72					12	2,688	9,755 65	3 66
19	Duluth, South Shore & Atlantic Ry.	52	17,374	42,241 30	2 43					73	26,749	54,031 74	2 05
20	East Jordan & Southern R. R.									8	2,580	6,093 84	1 97
21	Empire & South Eastern R. R.									206	62,240	139,010 92	2 24
22	Erie & Michigan Ry. & N. Co.												
23	Escanaba & Lake Superior R. R.	6	2,373	6,783 35	2 86								
24	Grand Rapids & Indiana Ry.	161	62,669	132,177 10	2 10					6	1,818	3,700 00	2 04
25	Grand Trunk Western Ry.												
26	Grand Trunk Western Ry.									553	167,706	331,197 25	1 97
27	Grand Trunk Western Ry.												
28	Grand Trunk Western Ry.	15	5,840	12,945 88	2 22					69	29,287	54,702 51	1 87
29	Grand Trunk Western Ry.	5	1,800	3,780 00	2 10					80	11,427	23,927 99	2 09
30	Grand Trunk Western Ry.	60	21,900	52,207 68	2 38					321	113,900	259,546 17	2 28
31	Grand Trunk Western Ry.									4	741	1,662 87	2 24
32	Grand Trunk Western Ry.	2	410	1,155 71	2 82								
33	Grand Trunk Western Ry.	70	25,216	68,466 80	2 72					665	201,812	484,901 07	2 40
34	Grand Trunk Western Ry.	2	730	2,413 20	3 31					15	5,052	10,219 86	2 04
35	Grand Trunk Western Ry.	2	730	2,337 60	3 21					46	16,121	32,753 85	2 03
36	Grand Trunk Western Ry.	3	1,095	3,031 20	2 77					48	16,121	32,753 85	2 03
37	Grand Trunk Western Ry.	3	1,095	3,031 20	2 77					10	3,555	8,769 66	2 47
38	Grand Trunk Western Ry.												
39	Grand Trunk Western Ry.												
40	Grand Trunk Western Ry.												
41	Grand Trunk Western Ry.												
42	Grand Trunk Western Ry.												
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91	Grand Trunk Western Ry.												
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93	Grand Trunk Western Ry.												
94	Grand Trunk Western Ry.												
95	Grand Trunk Western Ry.												
96	Grand Trunk Western Ry.												



**MICHIGAN RAILROAD COMMISSION.**

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TABLE NO. 10.—EMPLOYEES AND SALARIES—MICHIGAN.—Continued.

Number.	Railroads.	Total, including "general officers."				Total, excluding "general officers."			
		No. on June 30, 1914.	Total number of days worked.	Total yearly compensation.	Average daily compensation.	No. on June 30, 1914.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
1	Ann Arbor R. R.	1,439	467,597	\$1,007,022 20	\$2 15	1,422	462,201	\$957,639 25	\$2 07
2	Arcadia & Betsey River Ry.	23	4,105	9,262 42	2 34	20	4,105	9,262 42	2 34
3	Blaney & Southern Ry.	17	2,775	6,509 13	2 34	12	2,775	6,509 13	2 34
4	Boyne City, Gaylord & Alpena R. R.	163	48,622	109,708 35	2 26	160	47,683	106,225 43	2 24
5	Chicago, Kalamazoo & Saginaw Ry.	100	336,870	73,680 57	2 19	98	335,045	69,900 57	2 13
6	Chicago, Milwaukee & St. Paul Ry.	765	199,984	479,428 55	2 40	765	199,984	479,428 55	2 40
7	Chicago & North Western Ry.	2,258	668,094	1,593,764 13	2 39	2,258	668,094	1,593,764 13	2 39
8	Cincinnati Northern R. R.	116	38,701	102,343 13	2 64	116	38,701	102,343 13	2 64
9	Cincinnati, Wabash & Michigan Ry.	94	30,840	86,920 54	2 82	94	30,840	86,920 54	2 82
10	Copper Range R. R.	462	93,227	239,470 66	2 57	461	92,862	237,200 66	2 56
11	Delray Connecting R. R.	198	50,081	138,762 01	2 77	190	47,981	126,662 01	2 85
12	Delray Terminal R. R.	75	21,566	42,754 43	2 15	71	20,106	42,754 43	2 15
13	Detroit, Bay City & Western R. R.	58	20,498	44,146 67	2 15	58	20,498	44,146 67	2 15
14	Detroit & Charlevoix R. R.	794	251,459	555,805 99	2 21	787	249,634	537,506 19	2 11
15	Detroit & Mackinac Ry.	200	56,994	153,157 05	2 69	199	56,629	148,957 05	2 63
16	Detroit Terminal R. R.	329	120,245	288,764 15	2 40	325	118,845	268,072 52	2 26
17	Detroit, Toledo & Ironton R. R.	230	68,778	152,049 76	2 21	227	67,954	144,249 76	2 12
18	Detroit & Toledo Shore Line R. R.	1,747	613,648	1,469,611 73	2 40	1,742	612,210	1,451,518 39	2 37
19	Duluth, South Shore & Atlantic Ry.	63	32,902 28	32,902 28	2 38	60	3,783	29,902 28	2 38
20	East Jordan & Southern R. R.	20	3,783	9,003 92	2 38	15	3,783	9,003 92	2 38
21	Empire & South Eastern R. R.	24	7,441	19,589 13	2 63	21	6,517	16,289 13	2 49
22	Erie & Michigan Ry. & Nav. Co.	327	77,344	167,315 07	2 16	325	76,614	160,815 15	2 10
23	Escanaba & Lake Superior R. R.	2,688	881,364	2,173,333 40	2 46	2,679	878,079	2,118,743 35	2 41
24	Grand Rapids & Indiana Ry.	657	226,838	538,294 91	2 37	645	226,622	534,492 54	2 36
25	Grand Trunk System:	359	64,226	172,825 06	2 69	358	64,112	170,639 44	2 51
26	Chicago, Detroit & Canada G. T. Junction R. R.	1,892	639,884	1,516,092 02	2 37	1,888	639,064	1,501,690 90	2 35
27	Cincinnati, Saginaw & Mackinaw R. R.	30	7,297	18,993 25	2 65	27	7,283	18,753 73	2 57
28	Detroit, Grand Haven & Milwaukee Ry.	2,784	873,745	2,251,167 51	2 58	2,780	872,105	2,222,365 27	2 55
29	Detroit & Huron Ry.	184	57,497	137,486 90	2 39	179	57,362	135,121 64	2 36
30	Grand Trunk Western Ry.	217	72,672	166,692 02	2 29	214	72,539	164,356 70	2 28
31	Michigan Air Line Ry.	166	52,935	121,899 00	2 30	161	52,805	119,623 56	2 26
32	Pontiac, Oxford & Northern R. R.	32	11,009	32,919 64	2 99	30	10,644	30,519 64	2 87
33	Toledo, Saginaw & Muskegon Ry.								
34	St. Clair Tunnel Co.								

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37	Houghton, Chasell & Southwestern R. R.	18	4,296	7,470 00	14	4,296	7,470 00	1 69
38	Kalamazoo, Lake Shore & Chicago Ry.	101	37,049	62,571 70	101	37,049	62,571 70	2 29
40	Keweenaw Central R. R.	27	5,057	12,188 49	24	4,692	10,748 49	2 22
41	Lake Shore & Michigan Southern Ry.	1,855	630,771	1,399,274 91	1,855	630,771	1,399,274 91	2 56
51	Lake Superior & Ishpeming Ry.	273	82,148	215,512 31	262	80,807	206,947 31	2 32
53	Ludington & Northern Ry.	29	8,891	11,071 56	26	8,892	9,971 56	1 95
54	Manistee & Grand Rapids R. R.	1	9,683	19,828 77	.....	9,339	18,288 77	28 00
55	Manistee & Luther R. R.	31	11,603	27,517 73	30	11,393	26,517 76	2 33
56	Manistee & North Eastern R. R.	243	108,908	267,901 79	337	107,022	249,901 76	2 10
57	Manistee Lake Superior R. R.	139	39,025	84,904 68	134	38,443	80,576 68	2 53
58	Michigan Ry. Co.	14	3,640	9,285 00	14	3,640	9,285 00	2 60
59	Michigan Central R. R.	11,176	4,234,086	11,107,293 17	11,104	4,229,656	10,982,333 17	2 83
65	Detroit River Tunnel Co.	.....	.....	.....	.....	.....	.....	24,298 38
75	Michigan East & West Ry.	36	10,292	26,169 50	.....	10,292	26,169 50	2 39
76	Mineral Range R. R.	51	115,014	251,608 06	503	110,346	278,218 06	2 43
77	Minnesota, St. Paul & Sault Ste. Marie Ry.	916	289,260	651,408 25	913	281,853	640,404 97	2 36
79	Munising, Marquette & Southeastern Ry.	190	65,512	137,917 20	186	64,353	131,777 20	.....
80	Ontonagon R. R.	9	2,658	4,100 51	7	2,088	3,350 51	2 52
82	Pere Marquette R. R.	9,897	2,767,244	7,089,576 68	9,805	2,701,823	6,462,942 30	2 83
83	Port Huron Southern R. R.	15	3,894	12,270 85	13	3,290	9,720 85	2 04
85	Traverse City, Leelanau & Manistique Ry.	23	8,844	14,037 83	21	6,114	12,477 85	2 44
86	Wabash R. R.	893	301,590	788,430 55	881	300,869	774,615 47	1 45
87	Washtenaw & Michigan Ry.	92	8,379	13,213 66	22	8,066	11,713 66	2 65
88	Wyandotte Southern R. R.	12	3,631	4,945 13	8	2,453	4,945 15	.....
89	Wyandotte Terminal R. R.	49	14,976	39,519 68	46	14,976	39,519 68	2 07
93	Ste. Marie Union Depot Co.	13	3,190	6,595 50	8	3,190	6,595 50	.....
Total, Michigan.....		45,134	14,521,471	\$36,258,195 51	44,908	14,472,264	\$35,655,262 27	\$2 46
Total, Upper Peninsula.....		7,695	2,244,381	\$5,394,487 93	7,642	2,238,520	\$5,327,428 39	\$2 38
Total, Lower Peninsula.....		37,439	12,277,090	\$30,863,707 58	37,266	12,236,744	\$30,327,835 88	2 43

aThree general and 6 other officers worked 3,285 days without compensation.  
bSix other officers worked 2,190 days without compensation.

TABLE NO. 10.—EMPLOYEES AND SALARIES—DISTRIBUTION—MICHIGAN.—Continued.

Number.	Railroads.	Maintenance of way and structures.				Maintenance of equipment.				Traffic expenses.			
		No. on June 30, 1914.	Total number of days worked.	Total yearly compensation.	Average daily compensation.	No. on June 30, 1914.	Total number of days worked.	Total yearly compensation.	Average daily compensation.	No. on June 30, 1914.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
1	Ann Arbor R. R.	374	105,339	\$165,104 51	\$1 57	300	96,462	\$211,301 12	\$2 19	27	9,643	\$25,791 99	\$2 65
2	Aradine & Betsey River Ry.	9	1,723	3,172 99	2 01	4	492	1,232 68	2 51				
3	Blaney Southern Ry.	8	1,283	2,707 21	2 17								
4	Boyer City, Gaylord & Alpena R. R.	51	14,122	23,926 44	1 69	62	19,661	49,318 41	2 50	1	313	1,657 71	1 29
5	Chicago, Kalamazoo & Saginaw Ry.	32	10,953	20,070 75	1 83	21	5,854	15,657 56	2 67	4	1,460	4,380 00	3 00
6	Chicago, Milwaukee & St. Paul Ry.												
7	Chicago & North Western Ry.	990	259,764	483,540 33	1 86	409	124,809	257,524 06	2 06		156	835 00	5 29
8	Cincinnati Northern R. R.	33	10,830	22,259 34	2 06	33	10,575	24,374 71	2 30	2	732	3,820 20	5 22
9	Cincinnati, Warren & Michigan Ry.	27	6,676	14,686 12	2 11	18	6,542	15,731 33	2 41				
10	Copper Range R. R.	177	29,056	61,806 68	2 13	81	10,069	27,480 12	2 73	9	2,135	7,925 91	3 71
11	Delray Connecting R. R.	113	20,794	42,796 29	2 06	17	5,766	13,479 00	2 34				
12	Delray Terminal R. R. (no report)												
13	Detroit, Bay City & Western R. R.			10,314 34				7,394 31				782 40	
14	Detroit & Charlevoix R. R.	22	8,766	14,510 95	1 66	6	2,003	5,095 30	2 54				
15	Detroit & Mackinac Ry.	213	57,646	108,655 48	1 88	238	84,550	157,676 20	1 86	14	5,270	14,294 00	2 71
16	Detroit Terminal R. R.	16	19,481	51,425 58	2 64	68	4,584	11,735 29	2 56				
17	Detroit, Toledo & Ironton R. R.	106	38,922	61,291 16	1 57	36	10,847	24,613 03	2 27	16	5,659	18,246 77	3 22
18	Detroit, Toledo & Saginaw R. R.	131	35,209	67,095 56	1 91	8	2,928	5,704 68	1 65	9	3,285	10,472 03	3 19
19	Duluth, South Shore & Atlantic Ry.	476	173,775	334,290 22	1 92	392	124,366	276,373 70	2 22	5	1,752	6,860 00	3 92
20	East Jordan & Southern R. R.	29		12,767 53		11		6,222 69		1		900 00	
21	Empire & South Eastern R. R.		1,107	2,171 20	1 96	9	104	2,260 00	2 50	2	472	1,156 33	2 64
22	Erie & Michigan Ry. & Nav. Co.							5,972 50	2 19				
23	Essex & Lake Superior R. R.	216	42,209	75,465 48	1 74	44	13,253	30,884 53	2 34				
24	Grand Rapids & Indiana Ry.	455	136,740	290,667 35	2 12	590	195,776	470,645 50	2 12	72	24,126	71,141 30	2 95
	Grand Trunk System:												
28	Chicago, Detroit & Can. G. T. June R. R.	93	28,497	56,789 56	1 99	48	21,044	39,765 97	1 89	12	2,649	6,995 46	2 64
29	Cincinnati, Saginaw & Mackinaw R. R.	212	21,907	45,698 88	2 08	13	4,445	9,349 89	1 96	5	1,519	4,015 05	2 64
30	Detroit, Grand Haven & Milwaukee Ry.	374	118,463	248,609 49	2 09	174	62,093	150,780 74	2 43	27	10,016	26,448 02	2 64
32	Detroit & Huron Ry.	11	3,079	5,632 38	1 83	1	9	28 60	3 18		166	440 24	2 65
33	Grand Trunk Western Ry.	524	145,203	301,291 35	2 07	990	342,502	854,969 17	2 49	56	20,179	53,271 31	2 64
34	Michigan Air Line Ry.	53	17,186	32,124 15	1 87	6	2,120	4,523 86	2 13	5	1,644	4,343 90	2 64
35	Pontiac, Oxford & Northern R. R.	70	21,894	41,781 86	1 90	22	7,377	15,441 77	2 09	5	1,624	4,288 31	2 64
36	Toledo, Saginaw & Muskegon Ry.	61	18,799	34,211 74	1 82	4	1,099	2,268 34	2 06	5	1,584	4,176 24	2 63
96	St. Clair Tunnel Co.	2	1,192	2,150 70	1 80	14	4,621	12,229 32	2 65				

37	Houghton, Chassell & Southwestern R. R.	2	16,098 75	1 83	2	6,835	13,802 89	2 01	1	365	600 00	1 64
38	Kalamazoo, Lake Shore & Chicago Ry.	25	3,714 28	1 98	3	265	898 84	3 38	1	1	378 00	3 18
40	Keweenaw Central R. R.	10										
41	Lake Shore & Michigan Southern Ry.	746	470,984 15	1 98	118	49,397	101,217 65	2 05	5	1,816	3,490 50	1 92
51	Lake Superior & Ishpeming Ry.	55	34,778 78	2 20	71	20,718	51,878 38	2 50	1	365	1,050 00	2 88
53	Ludington & Northern Ry.	5	1,303 98	1 74					1	313	900 00	2 87
54	Manistee & Grand Rapids R. R.		6,881 49	1 62		1,096	2,550 34	2 33		147	600 00	4 08
55	Manistee & Ithier R. R.	12	5,699 50	3 69	5	2,287	4,830 03	4 18				
56	Manistee & North Eastern R. R.	108	63,753 63	1 87	75	23,398	59,853 64	2 56	4	1,256	7,590 00	6 04
57	Manistee & Lake Superior R. R.	68	29,980 62	1 90	18	5,911	12,828 28	2 17	1	100	400 00	4 00
58	Michigan Ry. Co.											
59	Michigan Central R. R.	2,513	2,540,212 77	2 11	2,670	868,685	2,162,094 47	2 49	93	32,629	104,823 52	3 21
95	Detroit River Tunnel Co.		6,315 57	2 09		1,402	3,543 07	2 53				
96	Michigan East & West Ry.	42	9,154 11	1 64	9	1,431	3,249 51	2 27	1	218	900 00	4 13
75	Mineral Range R. R.	134	85,802 50	2 00	119	27,621	59,370 63	2 15	4	310	2,570 00	8 29
76	Minneapolis, St. Paul & S. Ste Marie Ry.	298	158,213 10	1 86	155	50,872	118,658 72	2 33	10	3,675	11,711 87	3 19
77	Munising, Marquette & Southeastern Ry.	70	49,276 28	1 99	12	4,009	9,488 48	2 37	1	365	1,420 00	3 89
80	Ontonagon R. R.		191 32									
82	Pere Marquette R. R.	2,422	1,113,060 03	1 87	2,826	904,917	2,095,894 10	2 32	78	23,743	88,662 63	3 73
83	Port Huron Southern R. R.	3	1,741 92	2 24	2	175	505 69	2 89				
85	Traverse City, Leelanau & Manistique R. R.	5	3,011 10	1 80								
86	Walsh R. R.	188	108,908 58	1 79	264	84,140	213,742 33	2 42	22	8,030	27,059 63	3 30
87	Wisconsin & Michigan Ry.	11	7,408 66	1 66	3	1,065	1,410 00	1 29	1	313	1,500 00	4 79
88	Wyandotte Southern R. R.	1	305 27	9 94	1	307	305 28	9 94	1	307	433 60	14 11
89	Wyandotte Terminal R. R.	20	12,969 90	2 02								
93	Ste. Marie Union Depot Co.											
Total, Upper Peninsula.....			\$1,295,265 46	\$1 90	1,309	382,988	\$847,105 74	\$2 21	33	9,290	\$34,640 78	\$3 73
Total, Lower Peninsula.....			6,040,307 25	1 99	8,577	2,538,666	6,777,552 97	2 38	471	159,165	491,691 23	3 07
Total, Michigan.....			\$7,335,572 71	\$1 98	9,886	3,221,654	\$7,624,658 71	\$2 36	504	168,455	\$526,332 01	\$3 11

TABLE NO. 10.—EMPLOYEES AND SALARIES—DISTRIBUTION—MICHIGAN.—Continued.

Number.	Railroads.	Transportation expenses.				General expenses.				Outside operations.			
		No. on June 30, 1914.	Total number of days worked.	Total yearly com. pension.	Average daily com. pension.	No. on June 30, 1914.	Total number of days worked.	Total yearly com. pension.	Average daily com. pension.	No. on June 30, 1914.	Total number of days worked.	Total yearly com. pension.	Average daily com. pension.
1	Ann Arbor R. R.	517	183,975	\$410,095 55	\$2 23	114	38,021	\$125,593 07	\$3 30	107	34,157	\$69,075 96	\$1 67
2	Arcadia & Betsey River Ry.	6	1,578	3,979 25	2 52	4	312	577 50	1 85				
3	Blanch & Southern Ry.	4	1,489	3,711 92	2 49	6	1,772	5,080 42	2 85				
4	Boysie City, Gaylord & Alpena R. R.	43	12,764	29,745 37	2 33	9	3,285						
5	Chicago, Kalamazoo & Saginaw Ry.	43	15,318	33,572 26	2 19	14	4,330	13,581 16	3 14	11	2,677	4,198 57	1 57
6	Chicago, Milwaukee & St. Paul Ry.	834	276,268	834,095 01	3 02								
7	Chicago & North Western Ry.	48	16,564	51,893 88	3 13								
8	Cincinnati Northern R. R.	49	17,322	56,503 09	3 26	17	3,816	10,331 11	2 71				
9	Cincinnati, Wabash & Michigan Ry.	178	48,151	131,926 84	2 74								
10	Copper Range R. R.	57	20,494	76,826 72	3 75	11	3,027	5,660 00	1 87				
11	Delray Connecting R. R.												
12	Delray Terminal R. R. (no report)												
13	Detroit, Bay City & Western R. R.	30	9,729	20,905 75	2 52	18	5,818	3,447 62	4 60	34	3,835	4,126 90	1 08
14	Detroit & Charlevoix R. R.	277	94,340	244,300 62	2 58								
15	Detroit & Mackinac Ry.												
16	Detroit Terminal R. R.	113	32,138	88,221 38	2 75	3	791	1,775 00	2 24				
17	Detroit, Toledo & Ironton R. R.	138	50,683	135,095 04	2 67	39	14,134	49,518 15	3 50				
18	Detroit & Toledo Shore Line R. R.	61	19,962	44,536 59	2 23	21	7,394	24,240 00	3 28				
19	Duluth, South Shore & Atlantic Ry.	778	279,792	771,112 60	2 79	68	24,124	65,158 77	2 70	28	9,839	15,616 35	1 59
20	East Jordan & Southern R. R.	20		10,312 06		2		2,700 00					
21	Empire & South Eastern R. R.	7	1,894	5,004 39	3 35	1	206	412 00	2 00				
22	Eric & Michigan Ry. & Nev. Co.	11	3,502	8,246 83	2 35	4	1,212	5,370 00	4 43				
23	Escanaba & Lake Superior R. R.	60	19,320	49,809 46	2 58	7	2,562	13,055 60	5 10				
24	Grand Rapids & Indiana Ry.	1,443	490,181	1,230,896 75	2 51	107	32,379	106,293 80	3 28	21	2,162	3,988 70	1 84
	Grand Trunk System:												
28	Chicago, Detroit & Can. G. T. Jun. R. R.	486	170,964	424,379 94	2 50	18	4,594	10,393 98	2 26				
29	Cincinnati, Saginaw & Mackinaw R. R.	121	33,407	107,905 96	3 23	8	2,628	5,957 28	2 27				
30	Detroit, Grand Haven & Milwaukee Ry.	1,261	429,641	1,047,888 26	2 44	48	17,332	39,252 67	2 26	8	2,309	3,312 84	1 43
32	Detroit & Huron Ry.	14	3,753	12,239 18	3 26	2	289	652 85	2 26				
33	Grand Trunk Western Ry.	1,099	325,437	955,118 73	2 93	94	34,724	78,509 58	2 26	21	5,700	8,007 37	1 40
34	Michigan Air Line Ry.	1,111	33,696	90,048 90	2 67	9	2,851	6,446 91	2 26				
35	Pontiac, Saginaw & Northern R. R.	112	38,962	98,814 70	2 53	8	2,815	6,365 29	2 29				
36	Toledo, Saginaw & Muskegon Ry.	88	28,709	75,038 59	2 61	8	2,744	6,202 09	2 26				
96	St. Clair Tunnel Co.	16	5,196	18,539 62	3 57								

MICHIGAN RAILROAD COMMISSION.

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37	Houghton, Chassell & Southwestern R. R.	10	18,434	25,335 95	1 37	4	2,100	6,284 11	2 87				
38	Kalamazoo, Lake Shore & Chicago Ry.	50	2,477	6,245 37	2 54	6	318	952 00	2 99				
40	Keweenaw Central R. R.	8				5							
41	Lake Shore & Michigan Southern Ry.	986	341,170	823,582 61	2 41	27	8,799	27,377 33	3 12				
51	Lake Superior & Ishpeming Ry.	119	36,478	100,426 82	2 75								
53	Ludington & Northern Ry.	23	3,830	9,767 58	2 55								
54	Maistee & Grand Rapids R. R.		3,700	8,089 61	2 18		504	1,727 33	3 43				
55	Maistee & Luther R. R.	11	5,045	12,673 70	11 17	3	961	4,217 60	13 72				
56	Maistee & North Eastern R. R.	141	45,453	116,195 25	2 56	15	4,732	20,607 27	4 33				
57	Manistique & Lake Superior R. R.	44	15,693	35,687 78	2 28	8	1,503	5,300 00	3 53				
58	Michigan Ry. Co.	14	3,640	9,235 00	2 55								
59	Michigan Central R. R.	5,333	1,908,901	5,770,316 12	3 02	367	136,678	362,917 31	2 66	200	80,910	166,913 98	2 63
95	Detroit River Tunnel Co.		5,864	16,333 86	2 79								
96	Michigan East & West Ry.		5,080	10,878 76	2 14	6	654	2,451 00	3 75				
70	Mineral Range R. R.	28		156,355 93	2 68	13	2,561	11,600 00	4 49				
77	Minneapolis, St. Paul & S. Ste. Marie Ry.	419	109,637	330,440 18	3 01	21	8,298	25,239 17	3 04	13	4,649	7,183 21	1 64
79	Munising, Marquette & Southeastern Ry.	100	34,019	86,345 43	2 54	7	2,404	11,387 01	4 74				
80	Ontonagon R. R.			2,619 19				1,380 00					
82	Pere Marquette R. R.	3,866	1,090,990	3,353,446 17	3 07	364	94,659	310,187 65	3 28	331	58,272	128,620 10	2 21
83	Port Huron Southern R. R.	8	2,308	7,473 24	3 24	2	624	2,550 00	4 09				
85	Traverse City, Leelanau & Manistique Ry.	16	4,124	8,756 95	2 12		1,048	2,269 80	2 16				
86	Wabash R. R.	372	135,156	401,681 60	2 73	30	10,950	32,621 58	2 99	7	2,555	4,408 83	1 72
87	Wisconsin & Michigan Ry.	8	2,804	2,896 00	1 16								
88	Wyandotte Southern R. R.	5	1,532	3,801 00	2 54	4	1,228						
89	Wyandotte Terminal R. R.	22	7,945	26,909 78	3 26	7	616	940 00	1 52				
93	Ste. Marie Union Depot Co.	8	3,190	6,595 50	2 07	5							
Total, Upper Peninsula.		2,811	887,505	\$2,518,267 12	\$2 84	196	58,675	\$185,312 15	\$3 14	52	17,165	\$28,098 13	\$1 57
Total, Lower Peninsula.		17,046	5,622,471	16,807,874 91	2 82	1,313	431,182	1,257,824 55	2 80	729	189,900	388,454 08	2 04
Total, Michigan.		19,857	6,509,976	\$18,426,142 03	\$2 83	1,509	489,867	\$1,443,136 70	\$2 84	781	207,065	\$415,452 81	\$2 01

TABLE NO. 11.—TRAFFIC AND MILEAGE STATISTICS.—PASSENGER TRAFFIC.

Number.	Railroads.	Number of passengers carried earning revenue.		Number of passengers carried one mile.		Number of passengers carried one mile per mile of road.		Average distance carried—miles.		Total passenger revenue.	
		Entire line.	Michigan.	Entire line.	Michigan.	Entire line.	Michigan.	Entire line.	Michigan.	Entire line.	Michigan.
1	Ann Arbor R. R.	1,057,513	1,036,756	29,648,387	29,067,279	98,532	98,489	28.04	28.04	\$535,467.55	\$594,972.39
2	Arcadia & Betsey River Ry.	9,365	9,365	107,108	107,108	5,100	5,100	.....	.....	3,213.26	3,213.26
3	Blanc & Southern Ry.	3,148	3,148	22,036	22,036	1,377	1,377	.....	.....	786.95	786.95
4	Boysie City, Gayford & Alpena R. R.	45,622	45,622	652,928	652,928	24,182	24,182	14.31	14.31	19,183.33	19,183.33
5	Chicago, Kalamazoo & Saginaw Ry.	122,338	122,338	1,945,630	1,945,630	43,333	43,333	15.90	15.90	45,336.85	45,336.85
6	Chicago, Milwaukee & St. Paul Ry.	16,426,016	16,426,016	912,375,815	912,375,815	94,215	94,215	55.54	55.54	18,961,224.58	122,671.96
7	Chicago & Northwestern Ry.	33,389,428	33,389,428	1,173,435,140	1,173,435,140	145,396	145,396	35.14	35.14	21,540,542.79	429,597.05
8	Cincinnati Northern R. R.	620,125	202,330	11,901,248	3,041,184	48,539	73,995	19.19	15.03	226,247.52	57,812.92
9	Cincinnati, Wabash & Michigan Ry.	323,298	55,386	17,738,889	3,899,609	87,094	25,601	54.87	16.24	336,684.12	17,074.58
10	Copper Range R. R.	458,590	458,590	5,278,610	5,278,610	38,262	38,262	11.51	11.51	115,598.58	115,598.58
13	Detroit, Bay City & Western R. R.	94,903	94,903	1,426,935	1,426,935	31,020	31,020	15.04	15.04	39,200.83	39,200.83
14	Detroit & Charlevoix R. R.	23,082	23,082	436,438	436,438	10,231	10,231	18.91	18.91	12,577.18	12,577.18
15	Detroit & Mackinac Ry.	397,157	397,157	14,088,068	14,088,068	35,201	35,201	35.47	35.47	336,571.93	336,571.93
17	Detroit, Toledo & Ironton R. R.	358,622	70,648	7,945,369	1,565,238	18,004	18,004	22.16	22.16	136,489.08	26,888.35
18	Detroit & Toledo Shore Line R. R.	903,370	823,893	45,090,592	37,955,679	71,888	88,524	49.91	46.07	1,104,470.99	954,036.98
19	Duluth, South Shore & Atlantic Ry.	20,811	20,811	265,240	265,240	14,280	14,280	12.75	12.75	7,454.51	7,454.51
20	East Jordan & Southern R. R.	7,511	7,511	79,787	79,787	7,074	7,074	10.62	10.62	2,393.60	2,393.60
21	Empire & South Eastern R. R.	12,107	12,107	29,308	29,308	6,513	6,513	4.50	4.50	945.72	945.72
22	Erie & Michigan Ry. & Nav. Co.	31,991	31,991	964,070	964,070	6,862	6,862	30.14	30.14	28,907.00	28,907.00
23	Escanaba & Lake Superior R. R.	2,796,257	2,254,867	94,676,262	74,388,394	166,128	175,639	33.86	32.99	1,858,899.87	1,442,788.35
24	Grand Rapids & Indiana Ry.	288,174	288,174	10,839,290	10,839,290	180,655	180,655	37.61	37.61	189,353.10	189,353.10
28	Chicago, Detroit, Can. G. T. Jun. R. R.	151,561	151,561	3,655,381	3,655,381	67,492	67,492	24.12	24.12	68,887.07	68,887.07
29	Cincinnati Saginaw & Mack R. R.	891,286	891,286	34,770,174	34,770,174	182,501	182,501	39.01	39.01	651,055.99	651,055.99
30	Detroit, Gd. Haven & Milwaukee Ry.	13,270	13,270	111,292	111,292	9,214	9,214	13.85	13.85	4,870.97	4,870.97
32	Detroit & Huron Ry.	2,069,658	2,069,658	128,829,620	86,324,619	371,213	386,232	62.25	66.35	2,140,958.83	1,489,359.88
33	Grand Trunk Western Ry.	136,885	136,885	2,459,817	2,459,817	23,294	23,294	17.97	17.97	48,065.28	48,065.28
34	Michigan Air Line Ry.	210,994	210,994	4,855,276	4,855,276	48,268	48,268	23.01	23.01	95,503.63	95,503.63
35	Pontiac, Oxford & Northern R. R.	92,837	92,837	1,884,701	1,884,701	16,214	16,214	20.30	20.30	37,533.48	37,533.48
36	Toledo, Saginaw & Muskegon Ry.	203,134	203,134	3,047,010	3,047,010	4,217	4,217	15.00	15.00	60,402.47	60,402.47
37	Houghton, Chassell & Southwest'm R. R.	27,628	27,628	408,465	408,465	10,809	10,809	14.78	14.78	8,933.52	8,933.52
38	Kalamazoo, Lake Shore & Chicago Ry.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
40	Keweenaw Central R. R.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....



41	Lake Shore & Michigan Southern Ry.	10,197,541	2,998,028	669,692,333	75,795,994	423,085	129,163	65.67	25.28	12,990,411.26	1,404,942.42
51	Lake Superior & Ishpeming Ry.	24,391		406,100	406,100	11,317	11,317	16.81	16.71	3,733.51	2,763.61
53	Ludington & Northern Ry.	142,463	142,463	404,014	404,014	55,344	55,344	12.83	12.83	2,793.49	2,796.49
54	Manistee & Grand Rapids R.	7,539	7,539	113,691	113,691	1,477	1,477	15.08	15.08	2,848.01	2,848.01
55	Manistee & Luthien R. R.										None.
56	Manistee & North Eastern R. R.	205,236	205,236	4,268,790	4,268,790	23,501	23,501	20.80	20.80	105,499.07	105,499.07
57	Manistee & Lake Superior R. R.	15,276	15,276	321,560	321,560	4,069	4,069	21.06	21.06	9,634.55	9,634.55
58	Michigan Ry. Co.	14,852	14,852	148,520	148,520	450	450	10.00	10.00	2,890.66	2,890.66
59	Michigan Central R. R.	6,252,918	4,801,750	450,157,591	272,052,819	250,124	226,881	71.99	56.66	9,211,974.96	5,391,680.12
75	Michigan East & West Ry.	9,531	189,551	1,449,516	149,516	1,442	1,442	15.69	15.69	3,427.72	3,427.72
76	Mineral Range R. R.	189,556	189,556	1,649,102	1,649,102	20,468	20,468	8.98	8.98	83,914.20	35,451.20
77	Minneapolis, St. Paul & S. S. Marie Ry.	4,536,439	260,266	399,692,410	11,942,002	81,488	46,113	72.05	44.36	6,674,898.44	237,523.76
79	Munising, Marquette & Southeastern Ry.	171,584	171,584	2,654,573	2,654,573	19,374	19,374	15.47	15.47	73,543.12	73,543.12
81	Ontonagon R. R.										None.
82	Pere Marquette R. R.	5,569,426	4,366,430	206,954,347	162,252,205	89,056	95,482	37.16	37.16	3,912,082.12	3,067,081.01
83	Traverse City, Leelanau & Manistee Ry.	37,768	37,768	550,847	18,448	18,448	18,448	16.82	16.82	16,283.32	16,283.32
86	Wabash R. V.	6,073,751	364,425	381,329,317	22,882,839	151,687	284,614	62.79	62.79	7,201,673.61	450,502.39
87	Wheeler & Michigan Ry.	15,551	3,839	217,187	61,855	1,759	1,089	16.03	16.03	4,883.44	1,390.14
	Total Upper Peninsula	3,009,061			88,943,714		50,008		29.55		\$2,025,321.42
	Total Lower Peninsula	20,589,508			814,559,754		129,950		39.56		15,544,366.78
	Total, Michigan	23,598,569			903,503,468		112,281		38.28		\$17,569,718.20

s This company operated only to November 24, 1913, when road was transferred to Michigan East & West Ry. Co.

TABLE NO. 11.—TRAFFIC AND MILEAGE STATISTICS—PASSENGER TRAFFIC.—Continued.

Number.	Railroads.	Average amount received from each passenger.		Average receipts per passenger per mile.		Total passenger service train revenue.		Passenger service train revenue per mile of road.		Passenger service train revenue per train-mile.	
		Entire line.	Michigan.	Entire line.	Michigan.	Entire line.	Michigan.	Entire line.	Michigan.	Entire line.	Michigan.
1	Ann Arbor R. R.	\$ 50834	\$ 50834	\$ 01806	\$ 01806	\$646,661 66	\$633,987 09	\$2,149 09	\$2,200 66	\$ 90957	\$ 90957
2	Aradria & Beiseg River Ry.	34311	34311	03000	03000	4,310 53	4,310 53	205 26	205 26	33854	33854
3	Blaney & Southern Ry.	25000	25000	03570	03570	788 85	788 85	112 42	112 42	.....	.....
4	Bozoye City, Gaylord & Alpena R. R.	42070	42070	02839	02839	22,784 07	22,784 07	843 85	843 85	40865	40865
5	Chicago, Kalamazoo & Saginaw Ry.	37059	37059	02330	02330	52,009 41	52,009 41	1,158 34	1,158 34	88774	88774
6	Chicago, Milwaukee & St. Paul Ry.	78279	78279	02199	02199	24,020 354 30	183,122 45	2,480 43	976 55	1,25484	1,25484
7	Chicago & North Western Ry.	64513	51264	01942	01942	27,135,465 58	544,199 60	3,362 26	1,423 79	1,25900	93981
8	Cincinnati Northern R. R.	36484	28567	01901	01901	277,624 79	65,491 07	1,132 28	1,593 46	80788	1,13410
9	Cincinnati, Wabash & Michigan Ry.	30828	30828	01898	01898	414,901 25	39,438 02	2,036 03	1,122 31	1,19455	65243
10	Copper Range R. R.	25207	25207	02190	02190	128,038 34	128,038 34	928 08	1,637 32	67141	67141
13	Detroit, Bay City & Western R. R.	41308	41308	02747	02747	42,343 17	42,343 17	920 50	920 50	57333	57333
14	Detroit & Charlevoix R. R.	54489	54489	02882	02882	15,219 53	15,219 53	356 76	356 76	55316	55316
15	Detroit & Mackinac Ry.	84745	84745	02390	02390	396,759 11	396,759 11	991 35	991 35	88988	88988
17	Detroit, Toledo & Ironton R. R.	39059	39059	01718	01718	190,442 82	37,517 24	431 56	431 56	45311	45311
18	Detroit & Toledo Shore Line R. R.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
19	Duluth, South Shore & Atlantic Ry.	1,22261	1,15706	02449	02514	1,221,955 44	1,054,014 05	1,948 18	2,468 28	1,23856	1,33856
20	East Jordan & Southern R. R.	35820	35820	02845	02845	8,913 75	8,913 75	479 23	479 23	.....	.....
21	Empire & South Eastern R. R.	31868	31868	03000	03000	3,239 74	3,239 74	285 44	285 44	22873	22873
22	Erie & Michigan Ry. & Nav. Co.	07800	07800	03900	03900	1,176 12	1,176 12	141 70	141 70	.....	.....
23	Escanaba & Lake Superior R. R.	90360	90360	02998	02998	31,985 40	31,985 40	227 67	227 67	81196	81196
24	Grand Rapids & Indiana Ry.	66478	63985	01963	01963	2,135,296 24	1,650,235 26	3,713 36	3,898 38	1,36278	1,36278
28	Grand Trunk System:	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
29	Chicago, Detroit & Can. G. T. June. R. R.	65708	65708	01747	01747	220,238 67	220,238 67	3,670 64	3,670 64	1,20254	1,20254
29	Cincinnati, Saginaw & Mackinaw Ry.	45451	45451	01855	01855	82,925 04	82,925 04	1,531 11	1,531 11	78270	78270
30	Detroit, Grand Haven & Milwaukee Ry.	73047	73047	01872	01872	770,836 93	770,836 93	4,045 96	4,045 96	1,25544	1,25544
32	Detroit & Huron Ry.	39377	39377	02844	02844	5,234 87	5,234 87	281 60	281 60	30512	30512
33	Grand Trunk Western Ry.	1,03445	1,03445	01725	01725	2,427,336 58	1,672,423 33	6,994 20	7,095 26	1,37544	1,37544
34	Michigan Air Line Ry.	35114	35114	01954	01954	64,995 65	64,995 65	615 49	615 49	58371	58371
35	Pontiac, Oxford & Northern R. R.	45264	45264	01967	01967	112,457 46	112,457 46	1,117 98	1,117 98	88840	88840
36	Toledo, Saginaw & Muskegon Ry.	40429	40429	01992	01992	49,935 21	49,935 21	429 62	429 62	49713	49713
37	Houghton, Chassell & Northwestern R. R.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
38	Kalamazoo, Lake Shore & Chicago Ry.	29735	29735	01982	01982	67,552 46	67,552 46	1,337 41	1,337 41	79399	79399
40	Keweenaw Central R. R.	32407	32407	02192	02192	9,673 82	9,673 82	255 99	255 99	75718	75718

41	Lake Shore & Michigan Southern Ry	1.26701	.48832	.01829	.01854	47,743,332 33	2,180,628 10	11,209 52	3,716 58	1.76680	1.63137
51	Lake Superior & Ishpeming Ry	.15305	.18305	.00927	.00927	4,228 12	4,228 12	234 50	234 50	.28301	.28301
53	Ludington & Northern Ry	.05475	.05475	.01929	.01929	7,796 49	7,796 49	1,068 01	1,068 01	.46106	.46106
54	Manistee & Grand Rapids R. R.	.37777	.37777	.02505	.02505	4,381 49	4,381 49	56 90	56 90	.23348	.23348
55	Manistee & Luther R. R.										
56	Manistee & North Eastern R. R.	.51404	.51404	.02471	.02471	120,181 15	120,181 15	661 64	661 64	.53239	.53239
57	Manistique & Lake Superior R. R.	.63070	.63070	.02696	.02696	11,489 27	11,489 27	167 90	167 90	.49604	.49604
58	Michigan Ry	.19463	.19463	.01946	.01946	5,009 29	5,009 29	122 18	122 18	.14626	.14626
59	Michigan Central R. R.	1.47323	1.10823	.02046	.01956	11,436,835 92	6,639,028 83	6,354 71	25,536 68	1.57760	1.52148
75	Michigan East & West Ry	.35964	.35964	.02283	.02283	5,358 13	5,358 13	69 59	69 59	.19630	.19630
76	Mineral Range R. R.	.20486	.20486	.02360	.02360	46,227 36	46,227 36	573 75	573 75	.41703	.41703
77	Minneapolis, St. Paul & S. Ste. Marie Ry	1.46918	.91283	.02022	.02038	7,925,087 15	294,029 06	1,959 34	1,184 89	1.33877	1.06528
79	Nunsing, Marquette & Southeastern Ry	.42861	.42861	.62771	.02771	89,536 68	89,536 68	930 73	930 73	.59970	.59970
81	Ontonagon R. R.						216 10				
82	Pere Marquette R. R.	.70242	.70243	.01890	.01890	4,818,322 75	3,777,565 04	2,198 10	2,223 01	1.20757	1.20757
83	Praverse City, Leelanau & Manistique Ry	.41120	.41120	.02850	.02850	16,964 86	16,964 86	569 10	569 10	.68361	.68361
86	Wabash R. R.	1.18575	1.18132	.01858	.01851	9,082,668 91	524,868 46	3,611 97	6,528 09	1.21738	1.17248
87	Wisconsin & Michigan Ry	.36111	.36023	.02253	.02247	7,451 59	2,688 29	60 17	47 17	.13747	.08177
Total, Upper Peninsula.		\$ 67370	\$ 67370	\$ .02277	\$ .02277	\$2,380,235 61	\$2,380,235 61		\$1,338 27		\$ 94868
Total, Lower Peninsula.		.75832	.75832	.01909	.01909	19,301,786 66	19,301,786 66		3,079 30		1.29121
Total, Michigan.		\$ 74452	\$ 74452	\$ .01945	\$ .01945	\$21,682,031 27	\$21,682,031 27		\$2,694 48		\$1 24200

TABLE NO. 11.—TRAFFIC AND MILEAGE STATISTICS—PASSENGER TRAFFIC.—Continued.

Number.	Switching and terminal companies.	Switching traffic—car statistics—passenger.				Terminal operations—car statistics passenger.	
		Number of cars handled earning revenue—loaded.	Number of cars handled not earning revenue—loaded.	Number of cars handled not earning revenue—empty.	Total number of cars handled.	Number of cars handled at cost for tenant companies.	Total number of cars handled.
11	Delfray Connecting R. R. ....						
12	Delfray Terminal R. R. ....						
95	Detroit River Tunnel Co. ....						
16	Detroit Terminal R. R. ....						
83	Port Huron Southern R. R. ....						
96	St. Clair Tunnel Co. ....						
94	Sainte Marie Union Depot Co. ....						
88	Wyandotte Southern R. R. ....						
89	Wyandotte Terminal R. R. ....						
		36,193	included in total.	202	36,395	26,738	26,738
	Total .....	36,193		202	36,395	26,738	26,738

a This item is \$5,662.86 when computed in accordance with the Michigan statute.

b This item is \$1,076.28 when computed in accordance with Michigan statute.

TABLE NO. 11.—TRAFFIC AND MILEAGE STATISTICS—FREIGHT TRAFFIC.—Continued.

Number.	Railroads.	Number of tons of freight carried earning revenue.		Number of tons carried one mile.		Number of tons carried one mile per mile of road.		Average distance haul of one ton.		Total freight revenue.	
		Entire line.	Michigan.	Entire line.	Michigan.	Entire line.	Michigan.	Entire line.	Michigan.	Entire line.	Michigan.
1	Ann Arbor R. R.	2,046,652	2,006,537	277,916,663	272,469,496	923,618	923,031	135.79	135.79	\$1,407,140.50	\$1,379,560.55
2	Aradisa & Beesey River Ry.	45,063	45,063	675,945	675,945	32,188	32,188	15.00	15.00	17,331.41	17,331.41
3	Bay City, Gaylord & Alpena R. R.	519,000	519,000	14,640,000	14,640,000	102,666	102,666	28.21	28.21	11,116.42	11,116.42
4	Chicago, Kalamazoo & Saginaw Ry.	86,724	86,724	2,352,045	2,352,045	52,384	52,384	27.12	27.12	253,728.61	253,728.61
5	Chicago, Milwaukee & St. Paul Ry.	33,007,277	1,903,944	8,079,689,505	125,741,853	834,338	540,821	244.79	66.06	48,819.27	43,819.27
6	Chicago & North Western Ry.	43,309,643	10,147,212	6,229,944,171	417,433,089	771,980	802,941	143.55	41.14	704,809.00	704,809.00
7	Cincinnati Northern R. R.	1,944,498	803,108	215,897,977	26,518,626	880,248	645,222	110.99	33.02	53,969,475.43	2,616,203.79
8	Cincinnati, Wabash & Michigan Ry.	1,396,198	340,776	156,712,850	10,357,240	768,030	300,434	117.02	30.98	1,166,617.23	141,235.05
9	Copper Range R. R.	1,211,325	1,211,325	18,020,201	18,020,201	130,619	130,619	14.88	14.88	884,111.80	39,122.35
10	Detroit, Bay City & Western R. R.	160,377	160,377	2,685,091	2,685,091	58,374	58,374	16.74	16.74	345,632.22	345,632.22
11	Detroit & Charlevoix R. R.	364,271	364,271	4,969,360	4,969,360	64,218	64,218	13.72	13.72	86,688.92	86,688.92
12	Detroit & Mackinac Ry.	1,087,778	1,087,778	92,659,413	92,659,413	231,521	231,521	85.17	85.17	79,041.29	79,041.29
13	Detroit, Toledo & Ironton R. R.	2,369,693	468,899	308,046,226	60,685,107	698,058	698,058	129.99	129.99	795,306.34	795,306.34
14	Detroit & Toledo Shore Line R. R.	4,819,815	4,819,815	258,014,327	191,247,241	3,242,740	3,277,098	53.12	39.68	1,260,387.77	250,089.30
15	Duluth, South Shore & Atlantic Ry.	3,216,312	3,046,048	260,289,207	220,623,324	414,862	433,172	80.93	72.43	1,529,888.25	1,130,863.30
16	East Jordan & Southern R. R.	30,958	30,958	477,368	477,368	33,248	33,248	15.42	15.42	2,091,596.65	1,818,060.70
17	Empire & South Eastern R. R.	12,953	12,953	58,287	58,287	29,144	29,144	4.50	4.50	77,518.05	77,518.05
18	Erie & Michigan Ry. & Nav. Co.	666,158	666,158	.....	.....	.....	.....	.....	.....	14,336.86	14,336.86
19	Escauaba & Lake Superior R. R.	4,855,132	3,558,427	466,230,248	324,346,329	810,793	756,652	96.03	91.17	39,499.93	39,499.93
20	Grand Rapids & Indiana R. R.	2,968,497	2,968,497	80,688,798	80,688,798	1,344,813	1,344,813	34.07	34.07	326,075.10	326,075.10
21	Grand Trunk System.	3,067,660	3,067,660	209,538,598	209,538,598	1,099,825	1,099,825	67.86	67.86	2,237,374.02	2,237,374.02
22	Chicago, Detroit & Can. G. T. June R. R.	3,625	3,625	67,389	67,389	3,625	3,625	18.59	18.59	679,098.73	679,098.73
23	Chicago, Detroit & Can. G. T. June R. R.	4,965,565	4,965,565	852,084,510	603,875,648	2,451,164	2,561,943	199.57	147.80	161,681.71	161,681.71
24	Chicago, Detroit & Can. G. T. June R. R.	390,084	390,084	13,916,019	13,916,019	131,790	131,790	35.67	35.67	1,544,811.23	1,544,811.23
25	Cincinnati, Saginaw & Mackinaw R. R.	165,194	165,194	4,575,140	4,575,140	45,483	45,483	27.69	27.69	3,243,023.44	3,243,023.44
26	Pontiac, Oxford & Northern R. R.	170,245	170,245	10,619,133	10,619,133	91,355	91,355	62.38	62.38	142,772.59	142,772.59
27	Toldeo, Saginaw & Muskegon Ry.	58,597	58,597	410,179	410,179	58,597	58,597	14.75	14.75	127,541.49	127,541.49
28	Houghton, Chassell & Southwestern R. R.	87,774	87,774	1,204,668	1,204,668	17,377	17,377	10.95	10.95	116,999.68	116,999.68
29	Kalamazoo, Lake Shore & Chicago Ry.	10,113	10,113	110,735	110,735	2,930	2,930	.....	.....	20,493.95	20,493.95
30	Keweenaw Central R. R.	.....	.....	.....	.....	.....	.....	.....	.....	58,673.06	58,673.06
31	.....	.....	.....	.....	.....	.....	.....	.....	.....	7,229.01	7,229.01
32	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
33	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
34	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
35	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
36	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
37	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
38	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
39	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
40	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

TABLE NO. 11.—TRAFFIC AND MILEAGE STATISTICS—FREIGHT TRAFFIC.—Continued.

Number.	Railroads.	Number of tons of freight carried earning revenue.		Number of tons carried one mile.		Number of tons carried one mile per mile of road.		Average distance haul of one ton.		Total freight revenue.	
		Entire line.	Michigan.	Entire line.	Michigan.	Entire line.	Michigan.	Entire line.	Michigan.	Entire line.	Michigan.
41	Lake Shore & Michigan Southern Ry.....	38,139,150	4,067,050	5,968,918,216	227,963,269	3,250,266	389,062	156.50	56.05	\$34,091,616 34	\$2,097,770 16
51	Lake Superior & Ishpeming Ry.....	1,956,355	1,956,355	33,330,042	33,330,042	945,265	945,265	17.04	17.04	431,202 14	431,202 14
53	Ludington & Northern Ry.....	40,223	40,223	402,230	402,230	.....	.....	.....	.....	5,304 63	5,304 63
54	Manistee & Grand Rapids R. R.....	113,897	113,897	1,436,644	1,436,644	.....	18,659	12.61	12.61	33,734 01	33,734 01
55	Manistee & Luther R. R.....	.....	.....	.....	.....	.....	.....	.....	.....	72,257 05	72,257 05
56	Manistee & North Eastern R. R.....	684,421	684,421	30,172,040	30,172,040	158,950	158,950	44.08	44.08	430,519 19	430,519 19
57	Manistee & Lake Superior R. R.....	393,366	393,366	13,736,340	13,736,340	200,736	200,736	34.92	34.92	139,385 47	139,385 47
58	Michigan Ry. Co.....	30,033	33,033	322,072	322,072	806	806	9.75	9.75	17,883 74	17,883 74
59	Michigan Central R. R.....	20,398,658	15,744,061	3,213,287,196	1,786,163,564	1,785,417	1,489,587	157.52	113.45	21,724,654 33	11,209,673 15
75	Michigan East & West Ry.....	104,760	104,760	1,358,725	1,358,725	17,646	17,646	12.97	12.97	40,238 60	40,238 60
76	Mineral Range R. R.....	2,600,540	2,600,540	31,934,997	31,934,997	259,192	259,192	12.28	12.28	449,300 64	449,300 64
77	Minneapolis, St. Paul & S. Ste. Marie Ry.....	12,980,518	2,450,302	2,770,425,699	155,440,544	684,939	626,398	213.43	63.44	20,372,247 37	934,347 34
79	Munising, Marquette & Southeastern Ry.....	1,157,154	1,157,154	34,474,130	34,474,130	251,599	251,599	29.79	29.79	414,302 48	414,302 48
81	Ontonagon R. R.....	92,084	92,084	689,188	689,188	6,139	6,139	7.48	7.48	9,445 01	9,445 01
82	Pere Marquette R. R.....	10,867,428	8,620,064	1,808,504,819	1,417,867,778	778,230	778,185	166.42	166.42	11,044,099 43	8,658,573 95
85	Traverse City, Leelanau & Manistique Ry.....	15,579	15,579	316,455	316,455	10,616	10,616	20.31	20.31	8,580 62	8,580 62
86	Wabash R. R.....	14,260,545	855,633	3,321,617,622	199,297,057	1,320,933	1,887,283	232.92	.....	20,199,492 88	1,325,280 79
87	Wisconsin & Michigan Ry.....	244,507	62,994	13,677,350	3,522,785	110,748	62,043	55.92	55.92	112,048 43	38,061 35
	Total, Upper Peninsula.....	.....	25,755,792	1,055,473,507	.....	.....	496,081	.....	40.98	.....	\$8,265,664 68
	Total, Lower Peninsula.....	.....	55,214,312	5,608,999,464	.....	.....	842,968	.....	101.59	.....	36,587,597 41
	Total, Michigan.....	.....	80,970,104	6,664,472,971	.....	.....	758,922	.....	82.31	.....	\$44,853,262 09

Number.	Switching and terminal companies.	Switching traffic car statistics—freight.					
		Number of cars handled earning revenue—loaded.	Number of cars handled earning revenue—empty.	Number of locomotives handled at cost for tenant companies.	Number of cars handled not earning revenue—loaded.	Number of cars handled not earning revenue—empty.	Total number of cars handled.
11	Delray Connecting R. R.	52,252	.....	.....	5,037	54,606	111,985
12	Delray Terminal R. R.	9,048	.....	.....	.....	9,048	18,096
95	Detroit River Tunnel Co.	.....	.....	.....	.....	.....	.....
96	Detroit Terminal R. R.	80,674	.....	.....	2,470	69,516	149,860
16	Fort Huron Southern R. R.	10,134	.....	.....	.....	7,589	17,983
83	St. Clair Tunnel Co.	215,964	108,594	30	.....	.....	324,588
96	Sainte Marie Union Depot Co.	.....	.....	.....	.....	.....	.....
94	Wyandotte Southern R. R.	6,592	.....	.....	178	5,906	12,676
88	Wyandotte Terminal R. R.	34,101	.....	.....	5,869	34,101	74,071
89	.....	.....	.....	.....	.....	.....	.....
	Total	408,765	108,594	30	13,554	178,126	709,069

TABLE NO. 11.—TRAFFIC AND MILEAGE STATISTICS—FREIGHT TRAFFIC.—Continued.

Number.	Railroads.	Average amount received for each ton of freight.		Average receipts per ton per mile.		Freight revenue per mile of road.		Freight revenue per train mile.	
		Entire line.	Michigan.	Entire line.	Michigan.	Entire line.	Michigan.	Entire line.	Michigan.
1	Ann Arbor R. R.	\$ 68753	\$ 68753	\$ 00506	\$ 00506	\$4,676 44	\$4,673 46	\$2,53532	\$2,53532
2	Aradon & Beasey River Ry.	38460	38460	.02564	.02564	825 31	825 31	1,32099	1,32099
3	Blaney & Southern Ry.	48888	48888	.01733	.01733	2,819 20	2,819 20	2,01653	2,01653
4	Boyan City, Cayford & Alpena R. R.	56293	56293	.02076	.02076	1,087 29	1,087 29	1,82943	1,82943
5	Chicago, Kalamazoo & Saginaw Ry.	1,07753	37026	.00560	.00560	3,031 53	3,031 53	2,06326	2,06326
6	Chicago, Milwaukee & St. Paul Ry.	1,24659	25782	.00867	.00867	6,689 64	5,032 32	3,01245	3,25105
7	Chicago & North Western Ry.	59096	17587	.00541	.00533	4,758 01	3,436 38	2,38795	1,72074
8	Cincinnati Northern R. R.	66018	17349	.00564	.00560	4,338 56	1,682 48	1,51852	89919
9	Cincinnati, Wehsh & Michigan Ry.	28533	28533	.01918	.01918	2,505 31	2,505 31	3,27223	3,27223
10	Copper Range R. R.	54053	54053	.03213	.03213	1,884 54	1,884 54	2,63132	2,63132
13	Detroit Bay City & Western R. R.	21698	21698	.01581	.01581	1,015 30	1,015 30	1,21238	1,21238
14	Detroit & Charlevoix R. R.	73113	73113	.00858	.00858	1,987 17	1,987 17	2,38879	2,38879
15	Detroit & Mackinac Ry.	53568	53568	.00412	.00412	2,876 54	2,876 54	1,81097	1,81097
17	Detroit, Toledo & Ironton R. R.	31742	23463	.00598	.00591	19,377 90	19,377 88	5,01507	5,01507
18	Detroit & Toledo Shore Line R. R.	55031	59886	.00804	.00824	3,334 66	3,569 58	2,16473	2,27300
19	Duluth, South Shore & Atlantic Ry.	46310	46310	.03003	.03003	1,909 31	1,909 31	1,01220	1,01220
20	East Jordan & Southern R. R.	30500	30500	.08800	.08800	8,777 77	8,777 77	3,83902	3,83902
21	Empire & South Eastern R. R.	48948	48948			2,320 98	2,320 98	3,83902	3,83902
22	Erie & Michigan Ry. & Nav. Co.	67280	62875	.00701	.00690	5,680 62	5,219 46	2,28872	2,06551
23	Escanaba & Lake Superior R. R.	29672	29672	.00842	.00842	11,151 65	11,151 65	3,74433	3,74433
24	Grand Rapids & Indiana Ry.	43206	43206	.01096	.01096	2,985 26	2,985 26	1,59583	1,59583
28	Chicago, Detroit & Canada G. T. Junction R. R.	50632	50632	.00737	.00737	8,108 39	8,108 39	2,02763	2,02763
29	Cincinnati, Saginaw & Mackinaw R. R.	73217	73217	.03939	.03939	142 77	142 77	32199	32199
30	Detroit, Grand Haven & Milwaukee Ry.	1,08324	79875	.00543	.00537	13,326 53	13,326 53	2,04359	2,04359
32	Detroit & Huron Ry.	36800	36800	.01026	.01026	1,352 01	1,352 01	1,23112	1,23112
33	Grand Trunk Western Ry.	77209	77209	.02788	.02788	1,267 93	1,267 93	1,31250	1,31250
34	Michigan Air Line Ry.	68724	68724	.01102	.01102	1,006 54	1,006 54	1,01819	1,01819
35	Pontiac, Oxford & Muskegon	34900	34900	.04980	.04980	2,927 71	2,927 71	2,92770	2,92770
36	Toledo, Saginaw & Mackinac	68845	68845	.04532	.04532	1,161 61	1,161 61	1,78734	1,78734
37	Houghton, Chassell & Northwestern R. R.	71482	71482	.06527	.06527	191 29	191 29	1,78491	1,78491
38	Kalamazoo, Lake Shore & Chicago Ry.								
40	Keweenaw Central R. R.								



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41	Lake Shore & Michigan Southern Ry	86937	51580	.00871	.00920	18,565 96	8,560 24	3 89177	2 13815
51	Lake Superior & Ishpeming Ry	22041	.22041	.01294	.01294	12,229 21	12,229 21	9 64398	9 64398
53	Ludington & Northern Ry	13188	.13188	.01318	.01318	726 61	726 61	.97154	.97154
54	Manistee & Grand Rapids R. R.	29618	.29618	.02348	.02348	438 11	438 11	1 79781	1 79781
55	Manistee & Luther R. R.					1,078 46	1,078 46		
56	Manistee & North Eastern R. R.	62903	.62903	.01427	.01427	2,268 04	2,268 04	1 44368	1 44368
57	Manistique & Lake Superior R. R.	35494	.35494	.01014	.01014	2,036 90	2,036 90	1 55888	1 55888
58	Michigan Ry Co.	54139	.54139	.05552	.05552	421 59	421 59	3 75738	3 75738
59	Michigan Central R. R.	1 06500	.71199	.00676	.00628	12,071 00	9,348 41	3 06146	2 62276
75	Michigan East & West Ry	35410	.35410	.02961	.02961	522 58	522 58	1 47001	1 47001
76	Mineral Range R. R.	17277	.17277	.01407	.01407	3,646 62	3,646 62	3 95493	3 95493
77	Minneapolis, St. Paul & Sault Ste. Marie Ry	1 56945	.38132	.00735	.00901	5,036 73	3,765 25	3 13803	2 33539
79	Munising, Marquette & Southeastern Ry	35804	.35804	.01202	.01202	3,023 66	3,023 66	2 96866	2 96866
81	Ontonagon R. R.	10257	.10257	.01370	.01370	629 69	629 69	1 03223	1 03223
82	Pere Marquette R. R.	1 01626	.1 01626	.00611	.00611	4,752 46	4,752 46	2 63139	2 63139
85	Traverse City, Leelanau & Manistique Ry	55078	.55078	.02711	.02711	287 84	287 84	.75707	.75707
86	Wabash R. R.	1 54889	.1 54889	.00908	.00965	8,032 89	12,550 01	2 39336	2 61712
87	Wisconsin & Michigan Ry	45815	.60421	.00819	.01084	907 27	670 51	1 34809	.95798
	Total, Upper Peninsula.	\$ 32049	\$ 32049	\$ .00751	\$ .00751		\$3,618 75		\$2 70652
	Total, Lower Peninsula.	.66264	.66264	.00652	.00652		5,411 19		2 39188
	Total, Michigan.	\$ 55381	\$ 55381	\$ .00663	\$ .00663		\$4,958 58		\$2 45349

TABLE NO. 11.—TRAFFIC AND MILEAGE STATISTICS—FREIGHT TRAFFIC.—Continued.

Number.	Switching and terminal companies.	Traffic and car statistics—Summary.					
		Total number of cars handled earning revenue—loaded.	Total number of cars handled earning revenue—empty.	Total number of cars handled not earning revenue—loaded.	Total number of cars handled not earning revenue—empty.	Total number of cars handled at cost for tenant companies.	Total number cars handled.
11	Delray Connecting R. R.	52,252	.....	.....	5,037	.....	111,985
12	Delray Terminal R. R.	9,048	.....	.....	9,048	.....	18,096
95	Detroit River Tunnel Co.	.....	.....	.....	.....	.....	.....
16	Detroit Terminal R. R.	80,674	.....	2,470	66,516	.....	149,660
83	Port Huron Southern R. R.	10,134	.....	.....	7,859	.....	17,993
96	St. Clair Tunnel Co.	252,157	108,594	.....	202	30	380,953
94	Sainte Marie Union Depot Co.	.....	.....	.....	.....	26,738	26,738
88	Wyandotte Southern R. R.	6,592	.....	178	5,906	.....	12,676
89	Wyandotte Terminal R. R.	34,101	.....	5,869	34,101	.....	74,071
	<b>Total.</b>	<b>444,958</b>	<b>108,594</b>	<b>8,517</b>	<b>128,669</b>	<b>81,464</b>	<b>772,202</b>

TABLE NO. 11.—TRAFFIC AND MILEAGE STATISTICS—INTRASTATE FREIGHT TRAFFIC.—Continued.

Number.	Railroads.	Number of tons carried earning revenue.	Number of tons carried one mile.	Number of tons carried one mile per mile of road.	Average distance haul of one ton— miles.	Total intrastate freight revenue.	Average amount received for each ton of intrastate freight.	Average receipts per ton per mile (intrastate).
1	Ann Arbor R. R.	45,063	675,945	32,188	15.00	\$17,331 41	\$ 38460	\$ .02564
2	Arcadia & Beley River Ry.							
3	Blaney & Southern Ry.							
4	Boysie City, Gaylord & Alpena R. R.							
5	Chicago, Kalamazoo & Saginaw Ry.							
6	Chicago, Milwaukee & St. Paul Ry.	988,756	77,794,218	334,642	80.30	373,700 07	38875	.00480
7	Chicago & North Western Ry.	2,280,114	108,595,901	203,112	46.72	927,986 34	41060	.00879
8	Cincinnati Northern R. R.							
9	Cincinnati, Wabash & Michigan Ry.							
10	Copper Range R. R.	1,071,680	14,431,029	104,603	13.47	206,422 59	19261	.01430
13	Detroit, Bay City & Western R. R.							
14	Detroit & Charlevoix R. R.							
15	Detroit & Mackinac Ry.							
17	Detroit, Toledo & Ironton R. R.	116,707	15,171,277	174,515	32.50	62,517 35	13392	.00103
18	Detroit & Toledo Shore Line R. R.							
19	Duluth, South Shore & Atlantic Ry.	1,022,603	66,419,479	130,408	64.95	649,398 58	63504	.00978
20	East Jordan & Southern R. R.							
21	Empire & South Eastern R. R.	30,958	477,368	33,248	15.42	14,336 89	46310	.00003
22	Erie & Michigan Ry. & Nav. Co.							
23	Escanaba & Lake Superior R. R.							
24	Grand Rapids & Indiana Ry.							
28	Grand Trunk System:							
29	Chicago, Detroit & Canada G. T. Junction R. R.	296,641	8,080,063	134,667	27.24	132,410 97	44637	.01639
30	Cincinnati, Saginaw & Mackinaw Ry.	132,024	7,005,357	129,345	36.48	83,504 76	43867	.01192
31	Detroit, Grand Haven & Milwaukee Ry.	1,021,723	42,704,072	224,145	41.80	490,983 83	48054	.01150
32	Detroit & Huron Ry.	2,720	50,565	2,720	18.59	1,975 89	72825	.03909
33	Grand Trunk Western Ry.	421,132	19,715,495	83,643	46.81	234,815 79	56756	.01191
34	Michigan Air Line Ry.	253,968	6,068,611	57,667	23.98	87,961 21	34651	.01445
35	Pontiac, Oxford & Northern R.	127,681	3,223,043	32,041	25.24	97,137 45	76094	.03014
36	Toledo, Saginaw & Muskegon Ry.	70,765	3,636,379	31,283	51.40	57,425 40	51149	.01579
37	Houghton, Chassell & Southwestern R. R.							
38	Kalamazoo, Lake Shore & Chicago Ry.							
40	Keweenaw Central R. R.	10,113	110,735	2,930	10.95	7,229 01	71482	.06527

TABLE NO. 11.—TRAFFIC AND MILEAGE STATISTICS—INTRASTATE FREIGHT TRAFFIC.—Continued.

Number.	Railroads.	Number of tons carried earning revenue.	Number of tons carried one mile.	Number of tons carried one mile per mile of road.	Average distance hauled of one ton— miles.	Total intrastate freight revenue.	Average amount received for each ton of intrastate freight.	Average receipts per ton per mile (intrastate).
41	Lake Shore & Michigan Southern Ry.							
51	Lake Superior & Ishpeming Ry.							
53	Ludington & Northern Ry.							
55	Manistee & Luther R. R.							
56	Manistee & North Eastern R. R.							
57	Manistique & Lake Superior R. R.							
58	Manistique Ry. Co.							
59	Michigan Central R. R.							
75	Michigan East & West Ry.							
76	Mineral Range R. R.	2,476,593	30,169,637	244,864	12.18	\$372,154.30	\$ .15097	\$ .01324
77	Minneapolis, St. Paul & Sault Ste. Marie Ry.	931,969	54,280,110	212,779	58.24	449,314.32	.48211	.00827
79	Munising, Marquette & Southeastern Ry.							
81	Ontonagon R. R.							
82	Pere Marquette R. R.							
83	Traverse City, Leelanau & Manistique Ry.							
86	Wabash R. R.							
87	Wisconsin & Michigan Ry.	39,285	2,196,808	38,689	55.92	26,735.95	.68133	.01217
	Total, Upper Peninsula	8,731,113	350,995,917	188,145	39.97	\$3,012,951.16	\$ .34312	\$ .00958
	Total, Lower Peninsula	2,379,342	106,828,175	106,636	41.42	1,280,440.45	.49042	.01199
	Total, Michigan	11,360,455	457,824,092	159,668	40.30	\$4,293,391.61	\$ .37792	\$ .00938

Note. Complete reports of intrastate freight traffic have not been made.

TABLE NO. 11.—TRAFFIC AND MILEAGE STATISTICS—TOTAL TRAFFIC.—Continued.

Number.	Railroads.	Operating revenues.		Operating revenues per mile of road.		Operating revenues per train-mile.		Operating expenses.	
		Entire line.	Michigan.	Entire line.	Michigan.	Entire line.	Michigan.	Entire line.	Michigan.
1	Ann Arbor R. R.	\$2,096,169 26	\$2,055,084 34	\$6,966 33	\$6,961 01	\$1,655 66	\$1,655 66	\$1,455,024 93	\$1,426,506 44
2	Aradica & Bekey River R. R.	21,896 57	21,896 57	1,042 69	1,042 69	1,668 95	1,668 95	20,310 82	20,310 82
3	Blaney & Southern Ry.	11,903 37	11,903 37	1,743 96	1,743 96	1,688 95	1,688 95	13,254 06	13,254 06
4	Boyer City, Gaylord & Alpena R. R.	292,453 01	292,453 01	3,249 47	3,249 47	2,016 09	2,016 09	179,888 74	179,888 74
5	Chicago, Kalamazoo & Saginaw Ry.	205,333 29	205,333 29	4,573 12	4,573 12	2,406 15	2,406 15	129,408 20	129,408 20
6	Chicago, Milwaukee & St. Paul Ry.	91,782 69 74	883,125 02	9,477 82	3,798 88	2,360 72	1,629 98	61,330 06 17	842,768 80
7	Chicago & North Western Ry.	83,677,050 79	3,408,224 56	10,368 12	6,555 79	2,219 70	2,691 82	59,405,141 53	1,996,012 76
8	Cincinnati Northern R. R.	1,459,278 21	210,859 92	5,951 62	5,130 42	1,752 90	1,507 60	1,437,540 84	240,500 60
9	Cincinnati, Wabash & Michigan Ry.	1,340,555 14	102,453 74	6,578 45	2,915 89	1,428 27	1,184	1,346,143 79	232,075 17
10	Copper Range R. R.	508,989 78	508,989 78	3,689 40	3,689 40	1,845 86	1,845 86	392,331 32	392,331 32
13	Detroit, Bay City & Western R. R.	133,077 63	133,077 63	2,892 99	2,892 99	1,288 61	1,288 61	70,690 36	70,690 36
14	Detroit & Charlevoix R. R.	94,928 90	94,928 90	1,219 38	1,219 38	1,456 08	1,456 08	86,330 92	86,330 92
15	Detroit & Mackinac Ry.	1,210,333 42	1,210,333 42	3,024 17	3,024 17	1,869 69	1,869 69	852,879 90	852,879 90
17	Detroit, Toledo & Ironton R. R.	1,542,734 20	300,668 15	3,495 96	3,495 96	1,471 88	1,471 88	2,376,832 85	468,236 07
18	Detroit & Toledo Shore Line R. R.	1,544,329 82	1,141,568 60	19,540 86	19,540 81	5,062 41	5,062 41	768,135 94	567,806 09
19	Duluth, South Shore & Atlantic Ry.	3,412,575 38	2,956,158 61	5,440 70	5,440 70	1,794 19	1,794 19	2,763,996 68	2,321,056 39
20	East Jordan & Southern R. R.	86,431 80	86,431 80	2,128 86	2,128 86	2,602 56	2,602 56	54,053 30	54,053 30
21	Empire & South Eastern R. R.	18,777 69	18,777 69	1,654 42	1,654 42	1,325 73	1,325 73	17,632 97	17,632 97
22	Erie & Michigan Ry. & Nav. Co.	49,136 18	49,136 18	10,919 15	10,919 15	1,336 69	1,336 69	40,151 57	40,151 57
23	Escanaba & Lake Superior R. R.	359,201 87	359,201 87	2,556 78	2,556 78	4,229 04	4,229 04	243,095 99	243,095 99
24	Grand Rapids & Indiana Ry.	5,538,494 08	3,997,557 07	9,631 64	9,631 64	1,846 46	1,846 46	4,426,102 09	3,149,572 48
28	Grand Trunk System:								
29	Chicago, Detroit & Canada G. T. Junction R. R.	1,016,606 68	1,016,606 68	16,943 44	16,943 44	2,784 64	2,784 64	879,947 10	879,947 10
29	Cincinnati, Saginaw & Mackinaw R. R.	253,771 99	253,771 99	4,685 60	4,685 60	1,207 03	1,207 03	315,985 31	315,985 31
30	Detroit, Grand Haven & Milwaukee Ry.	2,558,130 45	2,558,130 45	13,427 09	13,427 09	1,858 77	1,858 77	2,271,261 16	2,271,261 16
32	Detroit & Huron Ry.	7,891 50	7,891 50	424 50	424 50	3,320 1	3,320 1	29,609 36	29,609 36
33	Grand Trunk Western Ry.	7,184,559 23	4,953,276 09	20,701 80	20,701 80	1,755 99	1,755 99	6,038,874 57	3,466,772 04
34	Michigan Air Line Ry.	215,737 08	215,737 08	2,042 96	2,042 96	948 33	948 33	206,551 17	206,551 17
35	Pontiac, Oxford & Northern R. R.	253,058 08	253,058 08	2,515 74	2,515 74	1,136 69	1,136 69	283,764 32	283,764 32
36	Toledo, Saginaw & Muskegon Ry.	172,957 38	172,957 38	1,488 06	1,488 06	802 59	802 59	261,961 16	261,961 16
37	Houghton, Chassell & Southwestern R. R.	20,963 05	20,963 05	2,927 71	2,927 71	2,927 70	2,927 70	26,735 04	26,735 04
38	Kalamazoo, Lake Shore & Chicago Ry.	128,991 00	128,991 00	2,553 17	2,553 17	1,093 76	1,093 76	92,543 52	92,543 52
40	Keweenaw Central R. R.	17,013 83	17,013 83	460 22	460 22	1,314 11	1,314 11	22,950 30	22,950 30

TABLE NO. 11.—TRAFFIC AND MILEAGE STATISTICS—TOTAL TRAFFIC.—Continued.

Number.	Railroads.	Operating revenues.		Operating revenues per mile of road.		Operating revenues per train-mile.		Operating expenses.	
		Entire line.	Michigan.	Entire line.	Michigan.	Entire line.	Michigan.	Entire line.	Michigan.
41	Lake Shore & Michigan Southern Ry.	\$53,344,156 73	\$4,447,962 57	\$28,735 11	\$7,580 93	\$2,846 64	\$1,938 47	\$40,817,260 26	\$4,991,950 90
51	Lake Superior & Ishpeming Ry.	524,510 85	524,510 85	14,875 52	14,875 52	8,793 14	8,793 14	375,171 16	375,171 16
53	Ludington & Northern Ry.	24,105 56	24,105 56	3,302 13	3,302 13	1,077 58	1,077 58	22,756 87	22,756 87
54	Michigan & Grand Rapids R. R.	41,154 44	41,154 44	534 47	534 47	2,106 37	2,106 37	31,989 97	31,989 97
55	Manistee & Luther R. R.	72,296 05	72,296 05	1,079 05	1,079 05			48,987 73	48,987 73
56	Manistee & North Eastern R. R.	560,089 70	560,089 70	2,950 63	2,950 63	1,215 94	1,215 94	426,165 15	426,165 15
57	Manistique & Lake Superior R. R.	168,019 31	168,019 31	2,455 34	2,455 34	1,879 11	1,879 11	136,523 74	136,523 74
58	Michigan Ry. Co.	27,059 38	27,059 38	637 89	637 89	.693 83	.693 83	27,845 92	27,845 92
59	Michigan Central R. R.	34,268,453 77	18,653,204 46	19,040 78	15,556 09	2,468 27	2,217 49	26,868,081 87	16,274,154 21
75	Michigan East & West Ry.	47,966 82	47,966 82	622 95	622 95	1,738 12	1,738 12	48,636 35	48,636 35
76	Mineral Range R. R.	514,458 33	514,458 33	4,175 45	4,175 45	2,454 99	2,454 99	446,025 75	446,025 75
77	Minneapolis, St. Paul & Sault Ste. Marie Ry.	28,775,634 37	1,250,822 82	7,114 26	6,040 59	2,438 58	1,932 69	18,041,837 04	1,130,393 04
79	Munising, Marquette & Southeastern Ry.	524,219 26	524,219 26	3,825 85	3,825 85	2,390 85	2,390 85	393,191 41	393,191 41
81	Ontonagon R. R.	9,661 11	9,661 11	644 07	644 07	1,054 71	1,054 71	11,908 34	11,908 34
82	Pere Marquette R. R.	16,431,939 15	12,882,640 29	7,070 94	7,070 52	2,084 95	2,084 95	17,426,123 08	13,662,080 49
85	Traverse City, Leelanau & Manistique Ry.	25,765 05	25,765 05	864 31	864 31	.824 55	.824 55	24,933 32	24,933 32
86	Walsh R. R.	30,022,494 82	1,992,742 23	11,939 27	18,870 67	1,902 59	2,104 74	24,403,832 45	1,464,229 95
87	Wisconsin & Michigan Ry.	122,920 77	41,602 69	995 31	732 69	1,478 90	1,478 90	122,294 62	41,390 61
	Total, Upper Peninsula.		\$11,198,405 36		\$4,902 72		\$2,217 25		\$8,392,808 71
	Total, Lower Peninsula.		58,255,937 11		8,732 63		2,017 78		52,458,159 63
	Total.		\$69,454,342 47		\$7,765 53		\$2,047 11		\$60,850,968 34

Switching and terminal companies.		Traffic and car statistics.							
		Operating revenues.		Average revenue per revenue car.		Amount received from tenant companies.	Average amount received per car from tenant companies.	Operating expenses.	
				Entire line.	Michigan.				
11	Delray Connecting R. R.	\$139,655 50	a \$139,655 50	\$1,998	\$1,998			\$147,454 27	\$147,454 27
12	Delray Terminal R. R.	18,096 00	18,096 00		2,000			27,750 61	27,750 61
95	Detroit River Tunnel Co.	none	none					92,845 13	37,150 70
16	Detroit Terminal R. R.	350,702 52	b 350,702 52		4,040			202,230 20	202,230 29
83	Port Huron Southern R. R.	25,683 50	c 25,683 50		2,476			21,192 75	21,192 75
96	St. Clair Tunnel Co.	347,770 50	d 347,770 50	.980	.480			107,675 43	53,837 71
94	Sainte Marie Union Depot Co.		173,885 25			\$21,464 73	\$ .804	19,530 56	19,530 56 c
88	Wyandotte Southern R. R.	13,184 00	13,184 00		2,000			10,073 88	10,073 88
89	Wyandotte Terminal R. R.	68,202 00	68,202 00	f	.92			63,414 63	63,414 63
	Total, switching and terminal		\$789,478 77		\$1,426				\$563,104 84
	Total, Michigan.		\$70,243,821 24						\$61,414,073 18

sThis item includes \$35,240.50 reported as other revenue but does not include \$70.00 miscellaneous shown in Table 4.

bThis item includes \$24,445.02 reported as other revenue.

cThis item includes \$587.00 reported as other revenue.

dThis item includes \$1,449.50 reported as other revenue.

eThis item not included in total, Michigan, revenue as it is absorbed by tenant companies through joint facility accounts.

fRelated items in the report indicate that this item should appear \$2,105.

TABLE NO. 11.—TRAFFIC AND MILEAGE STATISTICS—TOTAL TRAFFIC.—Continued.

Number.	Railroads.	Operating expenses per mile of road.		Operating expenses per train-mile.		Net operating revenue or deficit.		Net operating revenue or deficit per mile of road.		Average mileage operated during year, Michigan.	
		Entire line.	Michigan.	Entire line.	Michigan.	Entire line.	Michigan.	Entire line.	Michigan.	Passenger service.	Freight service.
1	Ann Arbor R. R.	\$4,835 58	\$4,832 51	\$1,149 25	\$1,149 25	\$641,144 33	\$628,577 90	\$2,130 75	\$2,129 40	288 09	293 29
2	Arctadia & Bekey River Ry.	967 18	967 18	1,548 50	1,548 50	1,585 75	1,585 75	75 51	75 51	21 00	21 00
3	Blaney & Southern Ry.	828 38	828 38	1,548 50	1,548 50	1,360 69	1,360 69	7 00	7 00	16 00	16 00
4	Boyle City, Gaylord & Alpena R. R.	1,998 43	1,998 43	1,239 90	1,239 90	112,594 27	112,594 27	1,251 04	1,251 04	27 00	90 00
5	Chicago, Kalamazoo & Saginaw Ry.	2,882 14	2,882 14	1,516 44	1,516 44	75,925 09	75,925 09	1,690 98	1,690 98	44 90	44 90
6	Chicago, Milwaukee & St. Paul Ry.	6,333 17	6,333 17	1,574 46	1,554 49	30,452 69 57	40,356 22	3,144 65	173 60	167 04	232 47
7	Chicago & North Western Ry.	7,360 68	7,360 68	1,575 48	1,576 67	24,271,909 26	1,412,211 80	3,007 44	2,716 42	382 22	519 88
8	Cincinnati Northern R. R.	5,862 97	5,851 60	1,726 79	1,719 52	21,737 37	29,640 68	88 66	721 18	41 10	41 10
9	Cincinnati, Wabash & Michigan Ry.	6,905 87	6,604 30	1,448 88	1,588 96	5,668 65	189,681 45	27 48	5,688 71	35 14	35 14
10	Copper Range R. R.	2,843 80	2,843 80	1,422 80	1,422 80	116,658 46	116,658 46	845 80	845 80	78 20	137 96
13	Detroit, Bay City & Western R. R.	1,319 35	1,319 35	673 84	673 84	62,387 27	62,387 27	1,356 24	1,356 24	46 00	46 00
14	Detroit & Charlevoix R. R.	1,108 94	1,108 94	1,324 20	1,324 20	8,597 98	8,597 98	110 44	110 44	42 66	77 85
15	Detroit & Mackinac Ry.	2,131 03	2,131 03	1,317 50	1,317 50	357,453 52	357,453 52	893 14	893 14	368 64	400 22
17	Detroit, Toledo & Ironton R. R.	5,386 10	5,386 10	2,267 68	2,267 68	854,098 65	167,687 92	1,890 13	1,897 62	86 93	86 93
18	Detroit & Toledo Shore Line R. R.	9,729 40	9,729 37	2,518 00	2,518 00	776,193 88	573,762 51	9,831 46	9,831 43	58 36	58 36
19	Duluth, South Shore & Atlantic Ry.	4,406 67	4,557 17	1,453 19	1,471 99	648,578 70	635,102 22	1,034 03	1,246 96	428 76	509 32
20	East Jordan & Southern R. R.	1,331 36	1,331 36	1,246 32	1,246 32	32,378 50	32,378 50	797 50	797 50	18 60	40 60
21	Empire & South Eastern R. R.	1,555 33	1,555 33	1,246 32	1,246 32	1,124 72	1,124 72	99 09	99 09	11 35	11 35
22	Erie & Michigan Ry. & Nav. Co.	4,837 54	4,837 54	2,862 07	2,862 07	8,984 61	8,984 61	1,082 48	1,082 48	8 30	8 30
23	Escanaba & Lake Superior R. R.	1,730 74	1,730 74	2,862 07	2,862 07	116,105 88	116,105 88	826 44	826 44	140 49	140 49
24	Grand Rapids & Indiana Ry.	7,697 17	7,347 48	1,478 27	1,426 43	1,112,381 99	847,984 59	1,934 47	1,978 23	423 53	428 66
28	Grand Trunk System	14,665 78	14,665 78	2,410 30	2,410 30	136,659 58	136,659 58	2,277 66	2,277 66	(882 52)	(882 52)
29	Chicago, Detroit & Canada G. T. Junc. R. R.	5,834 29	5,834 29	1,502 94	1,502 94	62,213 32	62,213 32	1,148 69	1,148 69	60 00	60 00
30	Cincinnati, Saginaw & Mackinaw R. R.	11,921 38	11,921 38	1,650 33	1,650 33	286,869 29	286,869 29	1,505 71	1,505 71	54 16	54 16
32	Detroit & Huron Ry.	1,592 76	1,592 76	1,211 95	1,211 95	21,717 86	21,717 86	1,168 26	1,168 26	18 59	18 59
33	Grand Trunk Western Ry.	17,400 59	14,707 78	1,475 47	1,287 76	1,145,684 66	1,486,504 05	3,301 21	3,301 21	235 71	235 71
34	Michigan Air Line Ry.	2,808 24	2,808 24	1,304 45	1,304 45	80,814 09	80,814 09	765 28	765 28	105 60	105 60
35	Pontiac, Oxford & Northern R. R.	2,821 00	2,821 00	1,271 20	1,271 20	30,706 24	30,706 24	506 26	506 26	100 59	100 59
36	Toledo, Saginaw & Muskegon Ry.	2,253 82	2,253 82	1,215 60	1,215 60	89,003 78	89,003 78	765 76	765 76	116 23	116 23
37	Houghton, Chassell & Southwestern R. R.	3,819 29	3,819 29	3,819 29	3,819 29	6,241 09	6,241 09	891 44	891 44	6 00	6 00
38	Kalamazoo, Lake Shore & Chicago Ry.	1,832 18	1,832 18	1,784 89	1,784 89	36,417 48	36,417 48	720 90	720 90	50 51	50 51
40	Keweenaw Central R. R.	607 31	607 31	1,772 64	1,772 64	6,936 47	6,936 47	157 10	157 10	37 79	37 79



41	Lake Shore & Michigan Southern Ry.	21,987 74	8,508 08	2,17663	2,17555	12,526,806 47	545,988 85	6,747 01	987 15	586 73	585 93
51	Lake Superior & Ishpeming Ry.	10,040 13	10,040 13	6,28694	6,28694	149,339 69	149,339 69	4,235 39	4,235 39	18 03	35 26
53	Ludington & Northern Ry.	3,117 38	3,117 38	1,01729	1,01729	1,348 69	1,348 69	138 53	138 53	7 30	7 30
54	Manistee & Grand Rapids R. R.	415 45	415 45	1,63752	1,63752	9,104 47	9,104 47	119 02	119 02	See No. 75	See No. 75
55	Manistee & Luther R. R.	731 16	731 16	.....	.....	23,308 32	23,308 32	347 86	347 86	See No. 75	See No. 75
56	Manistee & North Eastern R. R.	2,245 10	2,245 10	99519	99519	133,924 55	133,924 55	705 53	705 53	181 64	189 82
57	Manistique & Lake Superior R. R.	1,985 08	1,985 08	1,52687	1,52687	31,485 57	31,485 57	490 26	490 26	37 00	68 43
58	Michigan Ry. Co.	656 64	656 64	.71423	.71423	786 54	786 54	18 54	18 54	42 42	42 42
59	Michigan Central R. R.	14,929 20	13,571 97	1,93598	1,93467	7,369,771 90	2,379,050 25	4,111 58	1,984 03	1,172 38	1,199 10
76	Michigan East & West Ry.	3,651 64	3,651 64	1,76238	1,76238	669 23	669 23	8 69	8 69	72 00	77 00
76	Mineral Range R. R.	3,620 04	3,620 04	2,12843	2,12843	68,432 58	68,432 58	555 41	555 41	95 57	177 31
77	Minneapolis, St. Paul & Sault Ste. Marie Ry.	5,883 06	5,883 06	1,60323	1,73633	9,833,696 43	120,429 78	2,431 20	485 11	248 15	245 15
79	Munising, Marquette & Southeastern Ry.	2,869 59	2,869 59	1,76326	1,76326	131,027 85	131,027 85	956 27	956 27	96 20	137 02
81	Ontonagon R. R.	763 89	763 89	1,30139	1,30139	2,447 23	2,447 23	149 81	149 81	.....	15 00
82	Pere Marquette R. R.	7,498 75	7,498 75	2,21109	2,21109	994,453 73	779,440 40	47 81	47 81	1,690 30	1,822 02
83	Traverse City, Leelanau & Manistique Ry.	836 44	836 44	1,76591	1,76591	851 73	851 73	37 80	37 80	29 81	32 81
86	Wabash R. R.	9,704 86	13,865 81	1,54652	1,54652	5,618,662 37	528,512 28	2,234 42	5,004 86	50 40	103 60
87	Wisconsin & Michigan Ry.	990 24	725 96	1,41537	1,04177	626 15	212 08	5 07	3 73	56 78	56 78
	Total, Upper Peninsula.	\$3,674 42		\$1,65720		\$2,805,596 65			\$1,228 31	1,778 23	2,283 76
	Total, Lower Peninsula.	7,841 68		1,81260		5,197,777 48			890 95	6,267 13	6,742 41
	Total, Michigan.	\$6,789 41		\$1,78974		\$8,603,374 13			\$976 14	8,045 36	9,026 17

aMixed train service for 129.21 miles.

In calculating "results in this table per mile of road" the miles of Nos. 16 and 95, as shown, have been included in miles for Lower Peninsula and .36 miles of S. S. M. Bridge Co., has been included in miles Upper Peninsula as a basis of the calculation. The miles for Michigan is the sum of the miles of Upper Peninsula and Lower Peninsula. The passenger service results are based on the "average mileage operated during year—passenger service." The revenues and expenses of switching and terminal companies have also been included in the calculations of revenue and expense results.

Deficit or reverse items are shown in *italic* type.

TABLE NO. 11.—TRAFFIC AND MILEAGE STATISTICS—TOTAL TRAFFIC.—Continued.

Number.	Switching and Terminal Companies.	Revenue and car statistics.				
		Operating Expenses per car handled.		Net operating revenue or deficit, Michigan.	Average mileage operated during year, Michigan.	Freight service.
		Entire line.	Michigan.			
11	Delray Connecting R. R.....	\$1,317	\$1,317	\$7,728 77	.....	.....
12	Detroit Terminal R. R.....	1,530	1,530	9,664 61	.....	.....
96	Detroit River Tunnel Co.....	not reported	not reported	37,160 75	.....	.....
16	Detroit Terminal R. R.....	1,350	1,350	148,472 23	.....	17 94
83	Port Huron Southern R. R.....	1,178	1,178	4,490 75	.....	.....
96	St. Clair Tunnel Co.....	298	149	120,047 54	1.12	1.12
94	Sainte Marie Union Depot Co.....	734	734	.....	.....	.....
88	Wyandotte Southern R. R.....	715	715	3,110 12	.....	.....
89	Wyandotte Terminal R. R.....	.856	.856	4,787 37	.....	.....
	Total, switching and terminal.....		\$ 685	\$226,373 93	1.12	19.06
	Total, State.....			\$8,829,748 06	b 68,046.48	b 9,045.23

TABLE NO. 11.—TRAFFIC AND MILEAGE STATISTICS—MICHIGAN.—Continued.

Number.	Railroads.	Average number of passengers per car—mile.	Average number of passengers per train—mile.	Average number of tons of freight per loaded car—mile.	Average number of tons of freight per train—mile.	Average number of freight cars per train—mile.	Average number of loaded cars per train—mile.	Average number of empty cars per train—mile.
1	Ann Arbor R. R.	24	2.94	22.33	500.74	33.05	22.42	9.63
2	Aradine & Beesey River Ry.	8	1.	30.76	31.52	3.91	1.67	1.24
3	Blaney & Southern Ry.	11	1.34	21.62	116.35	11.17	5.38	4.77
4	Boyer City, Gaylord & Alpena R. R.	33	2.51	12.86	88.09	9.04	6.85	2.09
5	Chicago, Kalamazoo & Saginaw Ry.	18	2.61	20.25	389.12	22.30	12.58	9.03
6	Chicago, Milwaukee & St. Paul Ry.	39	3.01	29.64	523.51	29.31	10.95	10.95
7	Chicago & North Western Ry.	23	3.17	20.76	323.09	24.82	15.56	8.26
8	Cincinnati Northern R. R.	15	3.43	12.38	160.56	21.22	12.07	7.23
9	Cincinnati, Wabash & Michigan Ry.	28	3.16	22.89	170.60	13.31	7.45	5.06
10	Copper Range R. R.	10	2.00	19.59	80.88	7.96	4.16	2.67
13	Detroit Bay City & Western R. R.	16	2.00	15.66	76.68	9.32	4.90	4.02
14	Detroit & Charlevoix R. R.	32	3.41	21.07	278.31	19.99	13.21	6.16
15	Detroit & Mackinac Ry.	8	2.25	30.10	439.47	24.61	14.60	9.12
17	Detroit, Toledo & Ironton R. R.	19	4.84	38.49	848.11	38.07	22.03	16.03
18	Detroit & Toledo Shore Line R. R.	48	1.	19.75	275.83	20.16	13.96	5.46
19	Duluth, South Shore & Atlantic Ry.	11	1.	14.78	77.24	7.24	.....	.....
20	East Jordan & Southern R. R.	5	1.	.....	33.70	.....	.....	.....
21	Empire & South Eastern R. R.	24	2.60	.....	.....	19.63	10.75	8.58
22	Erie & Michigan Ry. & Nav. Co.	63	5.29	17.97	302.33	24.37	16.83	6.49
23	Escanaba & Lake Superior R. R.	59	4.92	21.18	444.90	32.88	21.01	10.88
24	Grand Rapids & Indiana Ry.	34	4.07	15.87	145.61	14.04	9.17	3.87
28	Grand Trunk Ry. System:	56	4.51	16.80	275.03	23.90	16.26	6.60
29	Chicago, Detroit & Canada G. T. Junction R. R.	10	3.29	3.82	8.18	3.75	2.14	.....
30	Cincinnati, Saginaw & Mackinaw R. R.	73	6.79	15.94	384.61	38.10	23.88	13.23
31	Detroit, Grand Haven & Milwaukee Ry.	22	2.70	15.35	120.00	11.99	7.81	3.18
32	Detroit & Huron Ry.	38	4.02	17.95	44.08	9.87	5.93	2.96
33	Grand Trunk Western Ry.	18	2.85	11.04	92.41	12.89	8.37	3.53
34	Michigan Air Line Ry.	35	.....	1.62	68.36	9.54	4.22	4.22
35	Pontiac, Oxford & Northern R. R.	32	2.27	10.33	39.44	2.08	1.15	.....
36	Toledo, Saginaw & Muskegon Ry.	.....	.....	.....	12.02	.....	.....	.....
37	Houghton, Chassell & Northwestern Ry.	14	.....	.....	.....	.....	.....	.....
38	Kalamazoo, Lake Shore & Chicago Ry.	.....	.....	.....	.....	.....	.....	.....
40	Keweenaw Central R. R.	.....	.....	.....	.....	.....	.....	.....

TABLE NO. 11.—TRAFFIC AND MILEAGE STATISTICS—MICHIGAN.—Continued.

Number.	Railroads.	Average number of passengers per car-mile.	Average number of passengers per train-mile.	Average number of passenger cars per train-mile.	Average number of tons of freight per loaded car-mile.	Average number of tons of freight per train-mile.	Average number of freight cars per train-mile.	Average number of freight cars loaded per train-mile.	Average number of empty cars per train-mile.
41	Lake Shore & Michigan Southern R. R.	8	57	7.35	7.07	292.35	50.54	32.87	16.85
51	Lake Superior & Ishpeming Ry.	12	27	2.23	40.07	745.47	38.06	18.60	18.40
53	Ludington & Northern Ry.	12	24	2.00	17.51	73.67	5.41	4.22	4.22
54	Manistee & Grand Rapids R. R.	7	6	.92	24.34	76.57	4.63	3.15	1.29
55	Manistee & Luther R. R.								
56	Manistee & North Eastern R. R.	8	19	2.35	15.54	101.18	12.60	6.51	5.24
57	Manistique & Lake Superior R. R.	7	14	2.00	25.2	153.63	13.57	6.90	6.25
58	Michigan Ry. Co.	9	4	.90	7.51	14.72	3.26	1.96	1.29
59	Michigan Central R. R.	15	62	6.97	16.86	417.92	38.12	24.79	12.36
75	Michigan East & West Ry.	6	5	.87	17.31	40.64	4.11	2.87	1.98
76	Mineral Range R. R.	9	15	2.51	36.37	281.12	13.47	7.73	4.93
77	Minneapolis, St. Paul & Sault Ste. Marie Ry.	13	43	4.93	20.53	388.52	28.49	18.92	8.55
79	Nunising, Marquette & Southeastern Ry.	10	18	1.77	26.48	248.22	16.39	9.74	6.06
81	Ontonagon R. R.				12.18	75.31	12.47	6.18	6.97
82	Pere Marquette R. R.	18	52	4.10	10.24	480.90	32.44	22.40	9.12
85	Traverse City, Leelanau & Manistique Ry.	7	22	3.07	17.06	27.92	32.11	2.82	10.08
86	Wabash R. R.	14	51	5.13	18.52	363.56	32.30	21.25	10.15
87	Wisconsin & Michigan Ry.	1	2	2.00	14.80	88.66	9.56	5.99	3.45
	Average from total Upper Peninsula.	13	35	2.13	25.28	365.17	23.13	14.34	8.03
	Average from total Lower Peninsula.	16	54	2.26	17.12	368.01	32.90	21.61	10.33
	Average from total, Michigan.	15	52	2.18	18.05	367.56	31.30	20.42	9.95

TABLE NO. 11.—TRAFFIC AND MILEAGE STATISTICS—LOCOMOTIVE MILEAGE—MICHIGAN.—Continued.

Number.	Railroads.	Freight locomotive-miles.	Passenger locomotive-miles.	Mixed locomotive-miles.	Special locomotive-miles.	Switching locomotive-miles.	Total revenue locomotive-mileage.	Non-revenue service locomotive-miles.
1	Ann Arbor R. R.	556,922	b 707,737	13,120	95	285,016	b 1,549,770	17,121
2	Aradisa & Betsey River Ry.	87,640	17,528	38,186	1,705	14,347	none reported.	.....
3	Blaney & Southern Ry.	27,390	58,610	.....	51	28,298	114,349	474
4	Boyet City, Gaylord & Alpena R. R.	279,236	236,784	121,981	787	99,430	738,218	41,779
5	Chicago, Kalamazoo & Saginaw Ry.	503,460	503,460	110,831	1,495	717,061	2,078,662	69,868
6	Chicago, Milwaukee & St. Paul Ry.	.....	.....	.....	40	11,709	170,856	1,953
7	Chicago & North Western Ry.	101,097	58,010	.....	746	33,465	162,920	1,485
8	Cincinnati Northern R. R.	68,207	61,243	21,194	.....	46,720	394,611	33,426
9	Cincinnati, Wabash & Michigan Ry.	84,657	171,294	.....	208	7,408	112,374	80
10	Copper Range R. R.	30,844	71,768	2,071	.....	.....	65,195	611
13	Detroit, Bay City & Western R. R.	37,681	334,220	27,514	3,762	126,139	812,108	25,151
14	Detroit & Charlevoix R. R.	213,365	.....	144,597	.....	.....	.....	.....
15	Detroit & Mackinac Ry.	149,477	68,353	14,445	43	59,375	281,694	6,222
17	Detroit, Toledo & Ironton R. R.	225,499	802,737	18,871	1,359	160,576	386,075	711
18	Detroit & Toledo Shore Line R. R.	851,529	.....	.....	.....	270,502	1,944,998	88,068
19	Duluth, South Shore & Atlantic Ry.	9,998	.....	.....	.....	.....	.....	.....
20	East Jordan & Southern R. R.	45,564	.....	23,213	.....	5,080	38,241	.....
21	Empire & South Eastern R. R.	.....	.....	14,164	.....	.....	14,164	.....
22	Erie & Michigan Ry. & Nav. Co.	.....	.....	39,373	.....	100,343	185,280	9,179
23	Escanaba & Lake Superior R. R.	1,096,019	1,170,822	55,232	4,597	528,679	2,865,369	78,862
24	Grand Rapids & Indiana Ry.	.....	.....	.....	.....	.....	.....	.....
28	Grand Trunk Ry. System:	192,701	186,669	.....	566	568,506	949,432	27,521
29	Chicago, Detroit & Canada G. T. Junction R. R.	111,143	109,345	.....	356	103,328	324,163	13,778
30	Cincinnati, Saginaw & Mackinaw R. R.	806,329	628,028	.....	373	864,838	2,269,568	59,294
31	Detroit, Grand Haven & Milwaukee Ry.	7,388	16,321	969	.....	1,842	26,520	6,215
32	Detroit & Huron Ry.	1,608,116	1,169,045	19,273	2,444	364,072	3,162,960	94,218
33	Grand Trunk Western Ry.	137,832	112,346	.....	500	42,162	282,740	6,301
34	Michigan Air Line Ry.	104,664	129,688	822	.....	34,896	270,317	26,868
35	Rontiac, Oxford & Northern R. R.	119,806	102,069	.....	145	17,798	239,768	7,204
36	Toledo, Saginaw & Muskegon Ry.	.....	.....	.....	.....	.....	.....	.....
37	Houghton, Chassell & Southwestern Ry.	6,000	85,079	.....	.....	.....	6,000	.....
38	Kalamazoo, Lake Shore & Chicago Ry.	32,827	3,773	9,083	.....	.....	117,905	.....
40	Keweenaw Central R. R.	201	.....	.....	.....	.....	13,067	.....
41	Lake Shore & Michigan Southern Ry.	994,327	1,366,700	30,019	1,252	516,616	2,909,014	101,734
51	Lake Superior & Ishpeming Ry.	44,710	14,940	.....	.....	100,886	160,586	21,441
53	Lodington & Northern Ry.	5,460	16,910	.....	.....	18,720	41,090	.....

TABLE NO. 11.—TRAFFIC AND MILEAGE STATISTICS—LOCOMOTIVE MILEAGE—MICHIGAN.—Continued

Number.	Railroads.	Freight locomotive-miles.	Passenger locomotive-miles.	Mixed locomotive-miles.	Special locomotive-miles.	Switching locomotive-miles.	Total revenue locomotive-mileage.	Non-revenue service locomotive-miles.
54	Manistee & Grand Rapids R. R.	663	665	18,100	110	16,085	35,323	557
55	Manistee & Luther R. R.	234,742	162,273	63,468	140	112,998	not reported.	8,415
56	Manistee & North Eastern R. R.	66,252	17,120	23,162		43,800	133,214	8,488
57	Manistique & Lake Superior R. R.	4,760		17,120			39,000	
58	Michigan Ry.							
59	Michigan Central R. R.	4,677,851	4,344,477	313,848	9,255	4,449,431	13,794,862	657,530
60	Michigan East & West Ry.	144	144	26,741	80	18,303	45,900	1,601
75	Mineral Range	111,876	97,297	18,518	12	108,686	336,389	12,364
76	Minneapolis, St. Paul & Sault Ste. Marie Ry.	376,750	258,354	21,747		174,390	831,241	16,583
77	Munising, Marquette & Southeastern Ry.	69,201	79,618	69,684	758	42,689	261,950	9,428
81	Ontonagon R. R.	9,150					9,150	
82	Pere Marquette R. R.	3,275,268	2,946,953	247,450	2,256	2,242,574	8,714,501	204,253
85	Traverse City, Leelanau & Manistique Ry.	6,937	20,228	4,535		822	32,522	358
86	Wabash R. R.	524,609	454,566	7,665	409	234,415	1,221,664	24,780
87	Wisconsin & Michigan Ry.	6,858		32,873			39,731	1,795
	Total, Upper Peninsula	2,697,779	2,168,257	487,317	5,157	1,704,527	7,063,037	312,399
	Total, Lower Peninsula	15,452,304	14,404,677	1,082,572	28,484	10,837,558	a 41,805,796	1,372,327
	Total, Michigan	18,150,083	16,573,134	1,569,889	33,641	12,542,085	a 48,868,833	1,684,726

a There is one excess in total of No. 17. It includes 241,533 motor car miles.

TABLE NO. 11.—TRAFFIC AND MILEAGE STATISTICS—CAR MILEAGE—MICHIGAN.—Continued.

Number.	Railroads.	Revenue service—freight car-miles.				Revenue service—passenger car-miles.			
		Loaded.	Empty.	Caboose.	Total freight car-miles.	Passenger.	Sleeping, parlor and observation.	Other passenger—train cars.	Total passenger car-miles.
1	Ann Arbor R. R.	12,199,678	5,241,700	544,137	17,985,515	b	1,181,076	857,264	2,047,437
2	Aradia & Betsay River Ry.	1,968	16,239	13,120	51,327	13,120	9,097	.....	13,120
3	Blaney & Southern Ry.	.....	.....	.....	not reported	.....	.....	.....	not reported
4	Boysie City, Gaylord & Alpena R. R.	677,081	600,961	127,531	1,405,573	76,081	.....	.....	76,081
5	Chicago, Kalamazoo & Saginaw Ry.	182,921	55,759	26,700	265,380	87,674	.....	59,464	147,138
6	Chicago, Milwaukee & St. Paul Ry.	4,299,195	3,084,252	234,920	7,618,367	541,040	199,457	352,287	1,092,784
7	Chicago & North Western Ry.	13,943,436	8,732,945	692,826	23,369,207	1,391,888	405,360	1,043,802	2,841,050
8	Cincinnati Northern R. R.	1,277,400	678,090	82,078	2,037,568	128,124	4,904	50,068	183,096
9	Cincinnati, Wabash & Michigan Ry.	852,638	476,849	65,751	1,395,238	125,410	14,914	66,767	207,091
10	Copper Range R. R.	787,266	534,379	84,422	1,406,097	327,757	44,138	231,623	603,518
13	Detroit, Bay City & Western R. R.	137,096	88,231	33,955	259,282	137,718	.....	.....	137,718
14	Detroit & Charlevoix R. R.	319,309	262,028	26,356	607,693	55,124	.....	.....	55,124
15	Detroit & Mackinac Ry.	4,398,239	2,082,434	203,940	6,653,713	874,756	174,947	471,066	1,520,769
17	Detroit, Toledo & Ironton R. R.	2,015,838	1,259,253	123,641	3,398,732	123,936	2,449	69,230	195,616
18	Detroit & Toledo Shore Line R. R.	4,968,534	3,389,193	228,234	8,585,961	.....	.....	.....	.....
19	Duluth, South Shore & Atlantic Ry.	11,169,488	4,386,875	569,568	16,125,931	1,812,857	767,531	1,256,373	3,836,761
20	East Jordan & Southern R. R.	172,788	127,740	8,127	308,655	23,213	.....	.....	23,213
21	Empire & South Eastern R. R.	.....	.....	.....	not reported	14,164	.....	.....	14,164
22	Erie & Michigan Ry. & Nav. Co.	.....	.....	.....	not reported	.....	.....	.....	not reported
23	Escanaba & Lake Superior R. R.	912,922	728,752	25,487	1,667,161	102,507	.....	.....	102,507
24	Grand Rapids & Indiana Ry.	18,051,765	6,961,626	1,128,738	26,142,149	3,018,052	1,676,693	1,572,875	6,267,620
28	Grand Trunk Ry. System:	.....	.....	.....	.....	.....	.....	.....	.....
29	Chicago, Detroit & Canada G. T. Junc. R. R.	3,809,662	1,973,294	180,863	5,963,819	455,380	160,765	279,602	895,747
30	Cincinnati, Saginaw & Mackinaw R. R.	929,240	392,135	101,964	1,422,499	222,192	38,464	180,234	440,890
31	Detroit, Grand Haven & Milwaukee Ry.	12,409,628	5,029,595	762,291	18,201,514	1,548,222	446,569	770,231	2,765,012
32	Detroit & Huron Ry.	17,647	6,020	7,255	30,922	35,662	.....	17,555	53,217
33	Grand Trunk Western Ry.	37,894,303	20,998,861	1,567,444	60,460,608	3,179,348	2,232,705	2,475,036	7,887,089
34	Michigan Air Line Ry.	906,250	388,886	115,720	1,390,856	142,543	109	155,781	298,433
35	Pontiac, Oxford & Northern R. R.	575,926	287,387	95,670	958,983	265,487	174	237,204	505,865
36	Toledo, Saginaw & Muskegon Ry.	961,733	405,170	114,801	1,481,604	176,233	258	109,339	285,830
37	Houghton, Chassell & Southwestern Ry.	25,320	25,320	6,000	57,240	.....	.....	.....	.....
38	Kalamazoo, Lake Shore & Chicago Ry.	.....	.....	.....	not reported	.....	.....	.....	not reported
40	Keweenaw Central R. R.	10,694	8,464	.....	19,158	29,050	.....	.....	29,050

TABLE NO. 11.—TRAFFIC AND MILEAGE STATISTICS—CAR MILEAGE—MICHIGAN.—Continued.

Number	Railroads.	Revenue service—freight car miles.				Revenue service—passenger car-miles.			
		Loaded.	Empty.	Caboose.	Total freight car-miles.	Passenger.	Sleeping, parlor and observation.	Other passenger-train cars.	Total passenger car-miles.
41	Lake Shore & Michigan Southern Ry.	32,255,398	16,340,196	990,072	49,585,666	2,301,852	2,878,909	4,655,951	9,836,712
51	Lake Superior & Ishpeming Ry.	831,772	826,783	44,025	1,702,580	33,378			33,378
53	Ludington & Northern Ry.	22,970	22,970		45,940	33,820			33,820
54	Manistee & Grand Rapids R. R.	59,026	24,287	3,453	86,766	17,304			17,304
55	Manistee & Luther R. R.				not reported				
56	Manistee & North Eastern R. R.	1,941,740	1,563,616	252,334	3,757,690	529,425			529,425
57	Manistique & Lake Superior R. R.	590,479	559,052	63,748	1,213,279	46,324			46,324
58	Michigan Ry. Co.	42,910	28,350		71,260	17,120			17,120
59	Michigan Central R. R.	105,951,323	52,806,549	4,149,444	162,907,316	9,613,301	8,837,583	11,972,960	30,423,844
75	Michigan East & West Ry.	73,493	37,609	4,619	120,721	23,389			23,389
76	Mineral Range R. R.	878,049	560,247	91,538	1,529,834	172,812	42,190	63,315	278,317
77	Minneapolis, St. Paul & Sault Ste. Marie Ry.	7,571,027	3,419,609	379,207	11,369,843	549,921	306,482	480,090	1,336,493
79	Munising, Marquette & Southeastern Ry.	1,353,113	844,490	78,719	2,276,322	264,154			264,154
81	Ontonagon R. R.	56,589	57,602		114,191				
82	Pere Marquette R. R.	73,690,564	30,013,268	3,053,367	106,757,199	7,048,855	1,964,103	4,087,599	13,100,557
85	Traverse City, Leelanau & Manistique Ry.	29,701	10,100	6,868	46,669	48,278			75,155
86	Wabash R. R.	10,761,646	5,141,887	499,486	16,403,019	1,071,121	573,157	652,988	2,297,266
87	Wisconsin & Michigan Ry.	237,920	135,198	6,858	379,976	65,746			65,746
	Total Upper Peninsula.....	42,667,300	23,903,968	2,277,338	68,848,606	5,337,434	1,765,158	3,427,490	10,530,082
	Total Lower Peninsula.....	327,613,435	156,660,283	14,516,189	498,789,907	32,590,960	19,024,838	28,759,043	80,374,861
	Total, Michigan.....	370,280,735	180,564,251	16,793,527	597,638,513	37,928,414	20,789,996	32,186,533	90,904,943

Includes 241,533 Motor car miles.



TABLE NO. 11.—TRAFFIC AND MILEAGE STATISTICS—CAR MILEAGE—MICHIGAN.—Continued.

Number	Railroads.	Revenue service—special car-miles.						Total revenue car mileage.	Non-revenue service car-miles.
		Freight—loaded.	Freight—empty.	Caboose.	Passenger.	Sleeping, parlor and observation.	Other passenger-train cars.	Total special car-miles.	
1	Ann Arbor R. R.				139		95	234	20 033,186
2	Arcadia & Betsy River Ry.								64,447
3	Blaney & Southern Ry.	6,762		1,705				8,467	1,490,121
4	Boysie City, Gaylord & Alpena R. R.								
5	Chicago, Kalamazoo & Saginaw Ry.	206			144			350	412,868
6	Chicago, Milwaukee & St. Paul Ry.	11,783						11,783	8,722,934
7	Chicago & North Western Ry.	16,148		1,317	7,132			24,597	26,234,854
8	Cincinnati Northern R. R.	470			6	16	9	501	2,221,165
9	Cincinnati, Wabash & Michigan Ry.								1,602,329
10	Copper Range R. R.			151	2,662	481	435	3,729	2,013,344
13	Detroit, Bay City & Western R. R.				2,174			2,174	399,174
14	Detroit & Charlevoix R. R.		20	388	2,712	1,736	1,560	9,235	662,817
15	Detroit & Mackinac Ry.	2,819							8,183,717
17	Detroit, Toledo & Ironton R. R.								not reported.
18	Detroit & Toledo Shore Line R. R.								3,594,348
19	Duluth, South Shore & Atlantic Ry.	4,785		496	706	932	714	7,643	8,585,961
20	East Jordan & Southern R. R.								19,970,335
21	Empire & South Eastern R. R.								331,868
22	Erie & Michigan Ry. & Nav. Co.								54,164
23	Escauaba & Lake Superior R. R.								1,769,698
24	Grand Rapids & Indiana Ry.	8,700		1,619	11,548	5,787	5,843	33,497	32,443,266
28	Grand Trunk Ry. System:								
29	Chicago, Detroit & Canada G. T. Junc. R. R.	5,742		566	1,156	350	36	7,850	6,867,416
29	Cincinnati, Saginaw & Mackinaw R. R.	1,521		205	218	468	385	2,797	1,866,156
30	Detroit, Grand Haven & Milwaukee Ry.	2,915		349	492	717	168	4,641	20,971,167
32	Detroit & Huron Ry.								84,139
33	Grand Trunk Western Ry.	24,347	440	1,924	6,383	1,485	1,665	36,244	68,383,941
34	Michigan Air Line Ry.	2,542		194	211		70	3,017	1,692,306
35	Pontiac, Oxford & Northern R. R.			297	921		238	3,017	1,466,304
36	Toledo, Saginaw & Muskegon Ry.	408		145	136			889	1,768,223
37	Houghton, Chassell & Southwestern Ry.								57,240
38	Kalamazoo, Lake Shore & Chicago Ry.								not reported.
40	Keweenaw Central R. R.								48,208
									437

TABLE NO. 11.—TRAFFIC AND MILEAGE STATISTICS—CAR MILEAGE—MICHIGAN.—Continued.

Number.	Railroads.	Revenue service—special car-miles.						Total revenue car mileage.	Non-revenue service car-miles.
		Freight—loaded.	Freight—empty.	Caboose.	Passenger.	Sleeping, parlor and observation.	Other passenger-train cars.		
41	Lake Shore & Michigan Southern Ry.....	20,471		940	84		42	59,443,915	267,498
51	Lake Superior & Ishpeming Ry.....							1,735,958	
53	Ludington & Northern Ry.....							79,760	
54	Manistee & Grand Rapids R. R.....				220			104,290	1,034
55	Manistee & Luther R. R.....							not reported	
56	Manistee & North Eastern R. R.....	630						4,267,745	48,312
57	Manistique & Lake Superior R. R.....							1,259,603	27,223
58	Michigan Ry. Co.....							88,380	
59	Michigan Central R. R.....	89,589		6,228				193,426,977	6,258,801
75	Michigan East & West Ry.....	80			150			144,340	2,190
76	Mineral Range R. R.....				24			1,808,195	26,361
77	Minneapolis, St. Paul & Sault Ste. Marie Ry.....							12,706,336	249,808
79	Munising, Marquette & Southeastern Ry.....				758			2,541,224	79,892
81	Ontonagon R. R.....							114,191	
82	Pere Marquette R. R.....	17,386		1,278	4,023	2,570	201	119,883,214	365,051
85	Traverse City, Leelanau & Manistique Ry.....							121,824	388
86	Wabash R. R.....	6,368	38	404				18,707,095	142,114
87	Wisconsin & Michigan Ry.....							445,722	no record.
	Total, Upper Peninsula.....	32,726		1,964	11,292	1,413	1,149	79,427,222	2,515,828
	Total, Lower Peninsula.....	190,956	498	16,242	30,717	13,129	10,312	579,426,622	8,484,939
	Total, Michigan.....	223,682	498	18,206	41,999	14,542	11,461	658,853,844	11,000,767

aFreight car miles not reported.  
 bIncludes 241,533 motor car miles.

TABLE NO. 11.—TRAFFIC AND MILEAGE STATISTICS—TRAIN MILES—MICHIGAN.—Continued.

Number.	Railroads.	Freight train-miles.	Passenger train-miles.	Mixed train-miles.	Special train-miles.	Total revenue train-miles.	Non-revenue service, train-miles.
1	Ann Arbor R. R.	544,136	697,016	13,120	95	1,241,247	15,234
2	Arcadia & Bejsey River Ry.	.....	.....	.....	.....	13,120	.....
3	Blaney & Southern Ry.	.....	.....	.....	.....	not reported.	.....
4	Boyer City, Gaylord & Alpena R. R.	87,640	17,528	38,186	1,705	145,059	.....
5	Chicago, Kalamazoo & Saginaw Ry.	26,700	58,586	.....	51	85,337	296
6	Chicago, Milwaukee & St. Paul Ry.	238,510	199,824	103,089	377	541,800	41,779
7	Chicago & North Western Ry.	697,696	467,314	99,672	1,363	1,266,045	56,069
8	Cincinnati Northern R. R.	52,078	57,747	.....	40	139,865	1,776
9	Cincinnati, Wabash & Michigan Ry.	65,751	60,448	.....	.....	126,199	1,485
10	Copper Range R. R.	84,422	169,498	21,204	622	275,746	33,426
11	Detroit, Bay City & Western R. R.	30,844	71,753	2,101	208	104,906	80
12	Detroit & Charlevoix R. R.	37,681	311,289	27,514	.....	65,195	611
13	Detroit & Mackinac Ry.	198,365	.....	134,568	3,124	647,346	13,071
14	Detroit, Toledo & Ironton R. R.	123,641	68,353	14,445	43	206,482	6,222
15	Detroit & Toledo Shore Line R. R.	225,499	775,736	17,616	1,227	1,576,815	711
16	Duluth, South Shore & Atlantic Ry.	782,236	.....	.....	.....	.....	72,682
17	East Jordan & Southern R. R.	9,998	.....	23,213	.....	33,211	.....
18	Empire & South Eastern R. R.	.....	.....	14,164	.....	14,164	.....
19	Erie & Michigan Ry. & Nav. Co.	.....	.....	39,373	.....	not reported.	.....
20	Escanaba & Lake Superior R. R.	45,564	.....	.....	.....	84,937	9,179
21	Grand Rapids & Indiana Ry.	1,018,730	1,130,760	54,087	4,437	2,208,014	78,892
22	Grand Trunk System:	.....	.....	.....	.....	.....	.....
23	Chicago, Detroit & Canada G. T. Junction R. R.	181,367	183,144	.....	566	365,077	27,521
24	Cincinnati, Saginaw & Mackinaw R. R.	101,315	108,725	.....	205	210,245	13,778
25	Detroit, Grand Haven & Milwaukee Ry.	761,880	613,995	.....	373	1,376,248	59,294
26	Detroit & Huron Ry.	7,274	16,183	969	.....	24,431	6,215
27	Grand Trunk Western Ry.	1,567,655	1,164,735	19,273	2,444	2,754,107	94,218
28	Michigan Air Line Ry.	115,970	111,349	.....	194	227,613	5,301
29	Pontiac, Oxford & Northern R. R.	96,346	125,752	822	297	223,217	26,868
30	Toledo, Saginaw & Muskegon Ry.	114,909	100,446	.....	145	215,500	7,204
31	Houghton, Chassell & Southwestern R. R.	32,827	85,079	.....	.....	not reported.	.....
32	Kalamazoo, Lake Shore & Chicago Ry.	171	3,737	9,039	.....	117,906	.....
33	Keweenaw Central R. R.	.....	.....	.....	.....	12,947	.....
34	Lake Shore & Michigan Southern Ry.	956,978	1,312,549	24,135	903	2,294,565	50,460
35	Lake Superior & Ishpeming Ry.	44,710	14,940	.....	.....	59,650	21,441
36	Ludington & Northern Ry.	5,460	16,910	.....	.....	22,370	.....
37	Manistee & Grand Rapids R. R.	663	.....	18,100	110	19,538	557

TABLE NO. 11.—TRAFFIC AND MILEAGE STATISTICS—TRAIN MILES—MICHIGAN.—Concluded.

Number.	Railroads.	Freight train-miles.	Passenger train-miles.	Mixed train-miles.	Special train-miles.	Total revenue train miles.	Non-revenue service train-miles.
55	Manistee & Luther R. R. ....	234,742	162,273	63,468	.....	not reported	8,415
56	Manistee & North Eastern R. R. ....	66,252	.....	23,162	140	89,414	7,574
57	Manistique & Lake Superior R. R. ....	4,760	17,120	17,120	.....	39,000	.....
58	Michigan Ry. Co. ....	.....	.....	.....	.....	.....	.....
59	Michigan Central R. R. ....	4,042,722	4,132,287	231,240	5,594	8,411,843	301,944
75	Michigan East & West Ry. ....	635	26,741	26,741	80	27,597	1,601
76	Mineral Range R. R. ....	98,697	95,939	14,908	12	209,556	11,910
77	Minneapolis, St. Paul & Sault Ste. Marie Ry. ....	380,098	250,941	19,984	.....	651,023	12,606
79	Munising, Marquette & Southeastern Ry. ....	69,201	79,518	69,684	758	219,261	9,428
81	Ontonagon R. R. ....	9,150	.....	.....	.....	9,150	.....
82	Pere Marquette R. R. ....	3,048,386	2,886,131	242,105	2,256	6,178,878	149,246
85	Traverse City, Leelanau & Manistique Ry. ....	6,866	19,993	4,466	.....	31,327	358
86	Wabash R. R. ....	498,736	439,596	7,653	404	946,789	18,403
87	Wisconsin & Michigan Ry. ....	6,858	.....	32,873	.....	39,731	1,795
	Total, Upper Peninsula. ....	2,523,565	2,057,547	450,604	4,359	5,036,075	277,883
	Total, Lower Peninsula. ....	14,230,563	13,970,961	977,490	23,414	26,202,418	889,761
	Total, Michigan. ....	16,754,118	16,028,508	1,428,094	27,773	34,238,493	1,167,644

aIncludes 241,533 motor car miles.

TABLE NO. 11-A.—SELECTED COMMODITIES—FREIGHT TRAFFIC.

Number.	Railroad.	Grain.				Hay.			
		Tons carried in carload lots.	Ton-miles of—carried in carload lots.	Revenue from—carried in carload lots.	Revenue per ton per mile from—carried in carload lots.	Tons carried in carload lots.	Ton-miles of—carried in carload lots.	Revenue from—carried in carload lots.	Revenue per ton per mile from—carried in carload lots.
1	Ann Arbor R. R.	107,293	22,746,116	\$55,855 00	\$ 00246	25,719	2,929,090	\$41,150 00	\$ 01454
2	Arcadia & Betscy River Ry.	240	112 00	112 00	9551	35	42	21 00	.50000
3	Boyer City, Gaylord & Alpena R. R.	3,343	56,326	1,932 00	.03448	1,495	29,494	1,053 00	.03572
4	Chicago, Kalamazoo & Saginaw Ry.	4,184	64,280	2,353 00	.03662	790	23,790	559 00	.02350
5	Chicago, Milwaukee & St. Paul Ry.	4,322,877	1,244,039,432	8,587,229 00	.00690	300,774	40,660,467	411,478 00	.01012
6	Chicago & North Western Ry.	4,774,543	1,031,539,763	7,099,113 00	.00746	396,540	80,261,026	785,079 00	.00978
7	Cincinnati Northern R. R.	74,111	3,487,058	49,451 00	.01418	61,048	5,721,692	78,157 00	.01366
8	Cincinnati, Wabash & Michigan Ry.	67,962	5,368,998	25,718 00	.00479	16,338	1,486,758	14,347 00	.00965
9	Copper Range R. R.	1,827	65,704	1,288 00	.01960	1,000	18,066	1,066 00	.05921
10	Detroit & Charlevoix R. R.	264	7,855	114 00	.01451	812	19,265	558 00	.02896
11	Detroit & Mackinac Ry.	10,834	1,242,574	9,481 00	.00763	4,692	424,280	4,752 00	.01120
12	Detroit, Toledo & Ironton R. R.	80,493	4,073,283	60,297 00	.01288	19,235	1,339,831	19,997 00	.01492
13	Detroit & Toledo Shore Line R. R.								
14	Duluth, South Shore & Atlantic Ry.	29,199	3,316,872	24,881 00	.00750	24,570	1,672,519	30,917 00	.01848
15	Empire & Southeastern R. R.	151	1,713	75 00	.04405	147	1,668	74 00	.04405
16	Erie & Michigan Ry. & Nav. Co.	43		2,446 00		2,253		1,847 00	
17	Escanaba & Lake Superior R. R.	3,058	315	23 00	.07340	56	867	87 00	.10007
18	Keweenaw Central R. R.	15							
19	Lake Shore & Michigan Southern Ry.	1,109,837	338,570,229	1,095,813 00	.00324	183,303	32,821,171	232,626 00	.00709
20	Lake Superior & Ishpeming Ry.	62	930	18 00	.01935	330	5,829	125 00	.02144
21	Manistee & Grand Rapids R. R.	1,007	40,275	603 00	.01497	98	1,334	80 00	.05997
22	Manistee & Lathrop R. R.								
23	Manistee & North Eastern R. R.	3,320	101,347	2,153 00	.02125	2,185	95,091	2,468 00	.02595
24	Manistique & Lake Superior R. R.	336	8,416	380 00	.04515	624	17,472	678 00	.03869
25	Michigan Central R. R.	883,674	316,096,680	958,946 00	.00303	118,484	14,610,825	150,930 00	.01033
26	Michigan East & West Ry.	1,330	32,437	801 00	.02469	521	6,758	415 00	.06141
27	Mineral Range R. R.	4,295	39,581	2,763 00	.00980	34,229	34,229	1,902 00	.05557
28	Minneapolis, St. Paul & Sault Ste. Marie Ry.	1,668,817	603,560,345	3,831,201 00	.00634	100,949	17,427,796	183,620 00	.01054
29	Munising, Marquette & Southeastern Ry.	2,173	49,894	1,779 00	.03638	4,178	109,819	4,237 00	.03858
30	Ontonagon R. R.	53	5 50	49	.09409	144	954	132 00	.13731
31	Pere Marquette R. R.	408,656	125,406,812	423,381 00	.00338	168,014	33,132,033	254,268 00	.00767
32	Wisconsin & Michigan Ry.	1,004	50,200	1,240 00	.02047	658	19,750	580 00	.02838
33	Total Upper Peninsula Roads.	10,808,272	2,882,691,022	\$20,152,410 00	\$ 00699	834,564	140,229,684	\$1,421,746 00	\$ 01013
34	Total, Lower Peninsula Roads.	2,756,749	818,496,079	2,687,185 00	.00328	602,990	92,543,222	801,455 00	.00866
35	Total reported.	13,565,021	3,701,187,101	\$22,839,595 00		1,437,554	232,772,906	\$2,223,201 00	

NOTE.—The information here given is not for the State of Michigan but is shown for the entire lines of the companies reporting. However, the roads operating in the Upper Peninsula are in Western Trunk Line Territory, while those reported in the Lower Peninsula are in Central Freight Association Territory. The comparative results will therefore really be for the respective classification territories.

TABLE NO. 11-A—SELECTED COMMODITIES—FREIGHT TRAFFIC.—Continued.

Number	Railroads.	Cotton.				Live stock.			
		Tons carried in carload lots.	Ton-miles of — carried in carload lots.	Revenue from—carried in carload lots.	Revenue per ton per mile from—carried in carload lots.	Tons carried in carload lots.	Ton-miles of—carried in carload lots.	Revenue from—carried in carload lots.	Revenue per ton per mile from—carried in carload lots.
1	Ann Arbor R. R.					16,340	1,225,500	\$22,876 00	\$ 0.1866
2	Aradita & Betsey River Ry.					16	21	10 00	47619
4	Bovine City, Gaylord & Alpena R. R.					191	1,777	120 00	06758
5	Chicago, Kalamazoo & Saginaw Ry.					1,462	41,210	1,113 00	02698
6	Chicago, Milwaukee & St. Paul Ry.	10,697	19,899,367	\$72,446 00	\$ 0.0364	1,260,767	310,402,197	4,097,061 00	0.1320
7	Chicago & North Western Ry.	992	188,773	1,827 00	0.00971	1,309,825	317,486,546	4,168,648 00	0.1313
8	Cincinnati Northern R. R.	7,986	1,519,261	8,560 00	0.0563	17,286	913,398	20,724 00	0.2269
9	Cincinnati, Wabash & Michigan Ry.	2,545	328,305	1,438 00	0.0438	20,910	1,756,440	19,496 00	0.1110
10	Copper Range R. R.					328	13,928	1,120 00	08042
14	Detroit & Charlevoix R. R.					151	4,985	154 00	0.1783
15	Detroit & Mackinac Ry.					6,694	548,908	9,787 00	0.3089
17	Detroit, Toledo & Ironton R. R.					16,606	513,194	15,061 00	0.2935
19	Duluth, South Shore & Atlantic Ry.					2,026	171,184	4,395 00	0.2561
21	Empire & Southeastern R. R.					40	454	10 00	0.0324
22	Erie & Michigan Ry. & Nav. Co.					71			
23	Esanaba & Lake Superior R. R.					232		1,392 00	
40	Keweenaw Central R. R.								
41	Lake Shore & Michigan Southern Ry.	37,922	9,277,926	45,004 00	0.0485	482,718	162,553,174	1,075,421 00	0.0662
51	Lake Superior & Ishpeming Ry.					136	2,065	113 00	0.05472
54	Manistee & Grand Rapids R. R.					661	23,483	819 00	0.03488
55	Manistee & Luther R. R.								
56	Manistee & North Eastern R. R.								
57	Manistique & Lake Superior R. R.					140	4,020	185 00	0.04602
59	Manitowish Central R. R.	20,933	7,579,510	37,937 00	0.0501	265,318	70,963,210	594,144 00	0.0637
75	Michigan East & West Ry.					97	2,843	93 00	0.03217
76	Mineral Range R. R.					206	2,852	217 00	0.07593
77	Minneapolis, St. Paul & Sault Ste. Marie Ry.	1,083	447,877	1,868 00	0.0417	154,051	40,194,559	505,163 00	0.1257
79	Munising, Marquette & Southeastern Ry.					313	8,415	493 00	0.05859
80	Ontonagon R. R.								
82	Pere Marquette R. R.	3,733	1,281,743	4,648 00	0.0362	59,638	5,622,752	89,936 00	0.1600
87	Wisconsin & Michigan Ry.								
	Total, Upper Peninsula roads.	12,772	20,636,017	\$76,141 00	\$ 0.0371	2,727,888	668,286,701	\$8,778,674 00	\$ 0.1313
	Total, Lower Peninsula roads.	73,119	19,966,745	97,587 00	0.0488	888,335	244,173,464	1,849,877 00	0.0758
	Total reported.	85,891	40,622,762	\$173,728 00		3,616,223	912,460,165	\$10,628,551 00	

TABLE NO. 11-A.—SELECTED COMMODITIES—FREIGHT TRAFFIC.—Continued.

Number.	Railroads.	Dressed meats.				Anthracite coal.			
		Tons carried in carload lots.	Ton-miles of—carried in carload lots.	Revenue from—carried in carload lots.	Revenue per ton per mile from—carried in carload lots.	Tons carried in carload lots.	Ton-miles of—carried in carload lots.	Revenue from—carried in carload lots.	Revenue per ton per mile from—carried in carload lots.
1	Ann Arbor R. R.	2,220	455,100	\$5,880 00	\$ .01951	32,405	3,564,550	\$22,683 00	\$ .00826
2	Arcadia & Betsy River Ry.	..	..	..	..	60	40	98 00	.6667
3	Bayne City, Gaylord & Alpena R. R.	..	..	..	..	1,360	20,363	544 00	.02671
4	Chicago, Kalamazoo & Saginaw Ry.	..	..	..	..	2,062	60,685	731 00	.01205
5	Chicago, Milwaukee & St. Paul Ry.	153,217	56,260,050	528,944 00	.00941	622,762	140,896,156	903,896 00	.00642
6	Chicago & North Western Ry.	149,316	57,700,635	564,558 00	.00978	944,920	173,078,276	1,058,681 00	.00612
7	Cincinnati Northern R.	..	..	..	..	18,025	1,096,200	8,600 00	.00732
8	Cincinnati, Wadsworth & Michigan Ry.	3,884	466,080	3,910 00	.00839	36,962	4,065,820	13,702 00	.00337
9	Copper Range R. R.	5,042	185,563	13,888 00	.07484	8,058	136,982	3,466 00	.02530
14	Detroit & Charlevoix R. R.	..	..	..	..	204	9,180	39 00	.00425
15	Detroit & Mackinac Ry.	368	38,930	477 00	.01225	1,611	691,650	3,690 00	.00535
16	Detroit, Toledo & Canadian R. R.	..	..	..	..	42,781	3,089,891	14,342 00	.00464
17	Duluth, South Shore & Atlantic Ry.	6,620	974,725	25,016 00	.02566	31,514	4,082,289	22,757 00	.00557
21	Empire & South Eastern R. R.	..	..	..	..	45	510	18 00	.03524
22	Erie & Michigan Ry. & Nav. Co.	..	..	..	..	971	..	104 00	..
23	Erasmush & Lake Superior R. R.	1,292	..	1,162 00	..	114	1,875	66 00	.03514
40	Keweenaw Central R. R.	..	..	..	..	..	..	..	..
41	Lake Shore, Michigan Southern Ry.	185,313	64,393,978	542,887 00	.00943	1,269,445	378,402,776	1,164,273 00	.00308
51	Lake Superior & Ishpeming Ry.	1,002	18,036	625 00	.03465	104	1,876	24 00	.01279
54	Manistee & Grand Rapids R. R.	..	..	..	..	198	9,417	83 00	.00883
55	Manistee & Luther R. R.	..	..	..	..	..	..	..	..
56	Manistee & North Eastern R. R.	..	..	..	..	1,595	65,416	630 00	.00963
57	Manistique & Lake Superior R. R.	188,476	90,496,755	759,620 00	.00839	1,294,796	255,315,543	987,377 00	.00387
59	Michigan Central R. R.	..	..	..	..	63	608	37 00	.04456
75	Michigan East & West Ry.	16	32	2 00	.06250	15,707	104,579	5,500 00	.02573
77	Mineral Range R. R.	15,145	6,326,153	59,660 00	.00943	188,560	40,559,917	261,610 00	.00645
78	Minneapolis, St. Paul & Sault Ste. Marie Ry.	..	..	..	..	..	..	..	..
79	Munising, Marquette & Southeastern Ry.	2,049	10,592	2,395 00	.22611	1,482	45,295	887 00	.01958
80	Ontonagon R. R.	..	..	..	..	291,194	90,495,017	314,454 00	.00336
82	Pere Marquette R. R.	..	..	..	..	2,565	169,290	1,667 00	.00985
87	Wisconsin & Michigan Ry.	..	..	..	..	..	..	..	..
	Total, Upper Peninsula Roads	333,699	121,475,786	\$1,196,250 00	\$ .00984	1,837,057	359,166,535	\$2,238,838 00	\$ .00629
	Total, Lower Peninsula roads	380,251	155,850,843	1,315,774 00	.00844	2,995,806	736,887,663	2,531,230 00	.00344
	Total reported	713,950	277,326,629	\$2,512,024 00	..	4,832,863	1,096,054,198	\$4,770,068 00	..

TABLE NO. 11-A—SELECTED COMMODITIES—FREIGHT TRAFFIC.—Concluded.

Number.	Railroads.	Bituminous coal.				Lumber.			
		Tons carried in carload lots.	Ton-miles of—carried in carload lots.	Revenue from—carried in carload lots.	Revenue per ton per mile from—carried in carload lots.	Tons carried in carload lots.	Ton-miles of—carried in carload lots.	Revenue from—carried in carload lots.	Revenue per ton per mile from—carried in carload lots.
1	Ann Arbor R. R.	687,555	121,009,680	\$453,786 00	\$ 00307	205,047	35,883,225	\$246,056 00	\$ 00685
2	Arcadia & Betsey River Ry.	140	84	56 00	66667	3,274	1,710	1,125 00	65789
4	Boyer City, Gaylord & Alpena R. R.	21,414	286,255	6,860 00	02395	12,784	219,560	8,645 00	03932
5	Chicago, Kalamazoo & Saginaw Ry.	17,737	510,640	6,145 00	01204	11,515	344,385	5,664 00	01645
6	Chicago, Milwaukee & St. Paul Ry.	3,339,647	541,588,503	3,228,651 00	00596	2,415,271	1,657,548,906	8,750,827 00	00528
7	Chicago & Northwestern Ry.	5,057,670	814,718,587	4,266,226 00	00524	2,819,597	515,627,523	3,723,125 00	00722
8	Cincinnati Northern R. R.	851,135	127,716,497	399,939 00	00313	155,185	25,769,249	128,863 00	00500
9	Cincinnati, Wabash & Michigan Ry.	512,645	63,055,335	203,669 00	00323	104,940	11,963,160	58,141 00	00486
10	Copper Range R. R.	88,096	1,406,140	41,423 00	02946	16,312	477,651	11,151 00	02335
14	Detroit & Charlevoix R. R.	6,718	238,205	1,644 00	00690	278,620	3,520,045	50,189 00	01426
15	Detroit & Mackinac Ry.	72,825	9,831,375	46,181 00	00465	89,572	11,244,360	77,136 00	00686
17	Detroit, Toledo & Ironton R. R.	931,742	160,420,348	927,146 00	00578	86,021	17,920,980	73,869 00	00412
19	Duluth, South Shore & Atlantic Ry.	146,592	6,639,511	69,901 00	01052	340,670	47,243,127	355,603 00	00752
21	Empire & South Eastern R. R.	771	8,750	238 00	00526	2,260	22,651	904 00	03524
22	Erie & Michigan Ry. & Nav. Co.	11,352	38,490	1,366 00	00358	25,509	4,271	18,113 00	05774
23	Escanaba & Lake Superior R. R.	955	38,490	1,366 00	00358	374	4,271	247 00	05774
40	Keweenaw Central R. R.	3,084	10,132,842	4,974,762 00	00376	1,032,919	168,393,419	853,922 00	00507
41	Lake Shore & Michigan Southern Ry.	47,996	850,759	15,811 00	01858	6,776	111,966	2,526 00	02256
51	Lake Superior & Ishpeming Ry.	3,474	111,043	1,119 00	01007	9,058	123,327	5,248 00	04255
54	Manistee & Grand Rapids R. R.	45,333	575,174	12,440 00	02163	71,093	1,868,426	45,050 00	02411
55	Manistee & Luther R. R.	3,320	124,540	664 00	00532	44,528	1,682,064	16,890 00	01004
56	Manistee & North Eastern R. R.	3,545,357	261,719,773	1,544,222 00	00590	2,372,943	331,046,715	1,669,307 00	00504
57	Manistique & Lake Superior R. R.	2,973	99,405	1,039 00	01045	16,458	249,447	10,052 00	04030
75	Michigan East & West Ry.	197,613	2,380,993	50,967 00	02141	21,223	280,019	10,093 00	03604
76	Mineral Range R. R.	885,925	143,677,747	796,369 00	00556	2,561,560	411,486,583	2,545,336 00	00619
77	Minneapolis, St. Paul & Sault Ste. Marie Ry.	56,259	1,771,823	19,342 00	01062	384,860	9,128,763	134,038 00	01468
79	Munising, Marquette & Southeastern Ry.	1,389	9,209	571 00	00600	82,359	547,140	4,070 00	00706
80	Ontonagon R. R.	2,243,793	273,468,518	1,214,282 00	00444	153,810,188	817,735 00	8,766 00	00532
82	Pere Marquette R. R.	3,876	217,056	1,938 00	00893	16,820	417,450	8,766 00	00209
87	Wisconsin & Michigan Ry.	9,836,022	1,513,423,358	\$8,496,467 00	\$ 00561	8,735,859	2,644,555,463	\$15,880,785 00	\$ 00588
	Total Upper Peninsula roads.	19,087,776	2,342,360,564	9,793,291 00	00418	5,471,090	762,380,807	4,121,775 00	00531
	Total Lower Peninsula road.	28,923,798	3,855,783,922	\$18,289,758 00		14,206,949	3,406,036,270	\$19,702,560 00	
	Total reported.								



TABLE NO. 12\*.—INTRASTATE FREIGHT TRAFFIC MOVEMENT.—MICHIGAN.

Products of agriculture.										Products of animals.									
Number.	Railroads.	Tons originating on this road.				Tons received from connecting roads and other carriers.		Total tonnage.		Tons originating on this road.			Tons received from connecting roads and other carriers.		Total tonnage.				
		Delivered to consignees.	Delivered to other carriers.	Tons.	Per cent. of total intrastate tonnage.	Tons.	Per cent. of total intrastate tonnage.	Delivered to consignees.	Delivered to other carriers.	Tons.	Per cent. of total intrastate tonnage.								
1	Ann Arbor.....	a	169,182	162,970	332,152	16.55	26,928	13,012	39,940	1.99									
2	Aradina & Betsey River Ry.....	1,993	334	334	2,327	5.16	49	24	73	.16									
4	Boyer City, Gaylord & Alpena R. R.....	a	2,462	4,765	7,227	1.39	5,657	6,082	11,739	2.26									
6	Chicago, Milwaukee & St. Paul Ry.....	514	184	163	861	.09	34	129	163	.02									
7	Chicago & North Western Ry.....	13,354	1,083	298	14,735	.65	359	11	471	.02									
8	Cincinnati & Northern R. R.....	16,497	a	17,305	33,802	4.21	1,848	1,308	3,156	.39									
9	Cincinnati, Wabash & Michigan Ry.....	27,279	a	21,107	48,386	14.20	1,253	2,185	3,438	1.01									
10	Copper Range R. R.....	4,019	60	336	4,424	.41	1,246	10	1,256	.12									
13	Detroit, Bay City & Western R. R.....	321	53,224	154	53,699	33.48	a	358	590	.36									
15	Detroit & Mackinac Ry.....	a	38,173	7,944	46,117	4.25	a	3,764	14,902	1.37									
17	Detroit, Toledo & Ironton R. R.....	24,060	a	4,605	28,665	6.14	3,434	2,134	5,568	1.19									
18	Detroit & Toledo Shore Line R. R.....	5,890	a	160,785	166,675	3.46	a	2,061	2,271	.05									
19	Duluth, South Shore & Atlantic Ry.....	6,574	6,589	12,530	25,693	2.51	320	816	1,325	.13									
21	Empire & South Eastern R. R.....	20	1,226	700	1,946	6.28	25	30	55	.17									
22	Erie & Michigan Ry. & Nav. Co.....	74	a	43	117	1.21	45	26	71	.03									
23	Escanaba & Lake Superior R. R.....	2,613	678	4,760	8,051	1.21	191	1,322	1,524	.23									
24	Grand Rapids & Indiana Ry.....	a	134,283	162,329	296,612	8.34	15,998	34,144	50,142	1.41									
28	Grand Trunk System:																		
28	Chicago, Detroit & Canada G. T. Junc. R. R.....	7,852	3,249	23,047	34,148	11.51	4,053	5,620	11,622	3.92									
29	Cincinnati, Saginaw & Mackinaw R. R.....	7,756	24,557	5,229	37,542	19.55	78	1,169	791	1.06									
30	Detroit, Grand Haven & Milwaukee Ry.....	40,890	28,628	84,054	153,572	15.04	9,279	10,968	23,788	2.33									
32	Detroit & Huron Ry.....	298	553	110	961	35.33	260	110	370	13.60									
33	Grand Trunk Western Ry.....	16,590	29,456	48,391	94,437	22.42	824	3,337	6,734	1.60									
34	Michigan Air Line Ry.....	1,170	6,071	3,008	10,249	4.04	274	3,911	4,850	1.91									
35	Pontiac, Oxford & Northern R. R.....	2,351	46,024	2,506	50,881	39.85	165	5,343	5,696	4.46									
36	Toledo, Saginaw & Muskegon Ry.....	6,905	13,165	4,057	24,127	34.09	18	2,679	2,796	3.95									



TABLE NO. 12.—INTRASTATE FREIGHT TRAFFIC MOVEMENT—MICHIGAN.—Continued.

Number.	Products of mines.				Products of forests.			
	Railroads.		Total tonnage.		Tons originating on this road.		Tons received from connecting roads and other carriers.	
	Delivered to consignees.	Delivered to other carriers.	Tons.	Per cent. of total intrastate tonnage.	Delivered to consignees.	Delivered to other carriers.	Tons.	Per cent. of total intrastate tonnage.
1	Ann Arbor R. R.	118,744	792,452	45.41	911,198	74,335	188,072	262,407
2	Armadia & Betsey River Ry.	200	200	44	200	35,587	796	38.96
4	Boyer City, Gaylord & Alpena R. R.	16	27,218	5.25	27,234	2,801	54,448	80.93
6	Chicago, Milwaukee & St. Paul Ry.	868,916	896,886	92.58	896,886	41,390	4,415	55.896
7	Chicago & North Western Ry.	1,600,786	38,867	74.75	1,639,651	43,700	45,151	519,366
8	Cincinnati Northern R. R.	6,022	526,056	65.50	11,361	60,928	9,000	22,288
9	Cincinnati, Wabash & Michigan Ry.	12,008	114,540	133.61	114,540	17,657	40,157	72,814
10	Copper Range R. R.	965,093	971,714	90.67	971,714	61,750	832	16,977
13	Detroit, Bay City & Western R. R.	20,712	7,308	52.75	84,605	2,196	4,625	4.30
15	Detroit & Mackinac Ry.	238,844	288,635	26.53	288,635	13,381	8,125	457,470
17	Detroit, Toledo & Ironston R. R.	72,532	219,822	62.63	292,354	8	20,779	34,160
18	Detroit & Toledo Shore Line R. R.	457,544	3,124,714	74.32	3,882,258	172,969	165,134	166,974
19	Duluth, South Shore & Atlantic Ry.	154,085	17,342	28.21	288,419	274,642	173,141	620,662
21	Empire & South Eastern R. R.		908	2.93	908	22,314	10	26,224
22	Erie & Michigan Ry. & Nav. Co.		11,921		11,921	3,900	543	84.70
23	Escanaba & Lake Superior R. R.	8,878	54,716	8.21	54,716	81,539	87,857	542,787
24	Grand Rapids & Indiana Ry.	51,460	888,598	25.58	910,058	676,249	679,509	1,355,768
28	Grand Trunk System.	10,045	67,775	33.32	78,820	3,698	16,454	23,391
29	Chicago, Detroit & Canada G. T. June R. R.	28,179	14,325	21.22	40,750	10,065	16,905	21,544
30	Cincinnati, Saginaw & Muskegon R. R.	87,332	208,435	20.88	315,511	8,732	72,791	91,365
32	Detroit, Grand Haven & Milwaukee Ry.	75	125	7.35	200	37	30	87
33	Detroit & Huron Ry.							
34	Grand Trunk Western Ry.	4,673	42,913	11.96	50,365	4,275	42,645	54,706
35	Michigan Air Line Ry.	1,305	15,314	67.17	17,043	2,266	12,910	17,820
36	Pontiac, Orford & Northern R. R.	670	21,559	17.41	22,239	1,187	6,282	8,787
38	Toledo, Saginaw & Muskegon Ry.	270	3,787	6.97	4,935	4,609	6,425	11,514





TABLE NO. 12.—INTRASTATE FREIGHT TRAFFIC MOVEMENT—MICHIGAN.—Continued.

Number.	Railroads.	Manufacturers.				Merchandise.			
		Tons originating on this road.		Total tonnage.		Tons originating on this road.		Total tonnage.	
		Delivered to consignees.	Delivered to other carriers.	Tons.	Per cent. of total intrastate tonnage.	Delivered to consignees.	Delivered to other carriers.	Tons.	Per cent. of total intrastate tonnage.
40	Keweenaw Central R. R.	217	43	436	4.30	949	54	1,447	14.31
41	Lake Shore & Michigan Southern Ry.	1,126,165	1,783,883	7,967	43.86	1,832		2,421	.12
51	Lake Superior & Ishpeming Ry.	400	7,967		.41				
53	Ludington & Northern Ry.								
54	Manistee & Grand Rapids R. R.	1,171	1,286	2,457	2.16	440	415	1,960	1.72
55	Manistee & Luther R. R.								
56	Manistee & North Eastern R. R.	3,405	86,614	104,524	15.27	1,787	977	6,136	.90
58	Michigan Ry. Co.		518	4,284	12.49		17	353	1.03
59	Michigan Central R. R.	1,536,078	2,766,727	4,302,805	27.33				
75	Michigan East & West Ry.	30	1,310	2,235	2.14	463	645	2,581	2.46
76	Mineral Range R. R.	8,930	7,071	17,501	.70	9,697		14,476	.58
77	Minneapolis, St. Paul & Sault Ste. Marie Ry.	12,038	22,049	40,871	4.39	8,236	1,587	13,548	1.55
79	Munising, Marquette & Southeastern Ry.	54,747	13,177	67,924	5.87	10,562		20,448	1.77
81	Ontonagon R. R.		163	163	.18			75	.08
82	Pere Marquette R. R.		517,096	984,252	11.55		326,232	710,393	8.34
85	Traverse City, Leelanau & Manistique Ry.	1,269	2,100	3,369	21.63	555		858	5.51
86	Wabash R. R.			190,265	22.24			60,024	7.01
87	Wisconsin & Michigan Ry.	3,528	4,772	10,684	16.96	1,502	1,182	3,339	5.30
	Total, Upper Peninsula.	106,621	69,855	259,279	2.05	89,546	17,141	146,213	1.15
	Total, Lower Peninsula.	394,063	3,988,333	9,817,493	21.07	92,848	638,976	1,546,617	3.32
	Total, Michigan.	500,684	4,058,188	10,076,772	17.00	182,394	656,117	1,692,830	2.86

TABLE NO. 12.—INTRASTATE FREIGHT TRAFFIC MOVEMENT—MICHIGAN.—Continued.

Number.	Railroads.	Miscellaneous.				Total freight tonnage.			
		Tons originating on this road.		Tons received from connecting roads and other carriers.		Total tonnage.		Tons originating on this road.	
		Delivered to consignees.	Delivered to other carriers.	Tons.	Per cent. of total intrastate tonnage.	Tons.	Per cent. of total intrastate tonnage.	Delivered to consignees.	Delivered to other carriers.
1	Ann Arbor R. R.		67,569	7,966	3.76	75,555	3.76	a	601,004
2	Arcadia & Betsey River Ry.		55	165	.49	220	.13	35,557	6,368
4	Boyet City, Gaylord & Alpena R. R.	392		278		670		413,448	a
5	Chicago, Kalamazoo & Saginaw Ry.	4,344	455	2,045	.71	6,844	.71	918,348	13,129
6	Chicago, Milwaukee & St. Paul Ry.	1,671	84	140	.08	1,895	.08	2,068,523	99,154
7	Chicago & North Western Ry.	6,831		4,132	1.37	10,963	1.37	120,778	a
8	Cincinnati Northern R. R.	8,170		6,634	4.34	14,804	4.34	97,705	a
9	Cincinnati, Wabash & Michigan Ry.	4,482			.42	4,482	.42	1,058,571	9,103
10	Copper Range R. R.			17	.01	17	.01	29,631	111,390
13	Detroit, Bay City & Western R. R.	a	14,069	32,983	4.33	47,052	4.33	a	897,411
15	Detroit & Mackinac Ry.	6,474		4,658		11,132		137,583	279,245
17	Detroit, Toledo & Ironton R. R.	2,373	92,407	305,958	8.27	398,365	8.27	465,315	773,857
18	Detroit & Toledo Shore Line R. R.		1,823	1,037	.51	5,233	.51	465,315	312,214
19	Duluth, South Shore & Atlantic Ry.							22,644	5,471
21	Empire & South Eastern R. R.	113,762	a	2,695	.46	116,457	.46	113,885	a
22	Erie & Michigan Ry. & Nav. Co.	303	2,763			3,066		394,615	120,077
23	Escanaba & Lake Superior R. R.			2,695		2,695		a	1,336,463
24	Grand Rapids & Indiana Ry.		64,545	48,754	3.18	113,299	3.18	a	55,208
28	Grand Trunk System:							69,263	172,170
29	Chicago, Detroit & Canada G. T. Junc. R. R.	6,549	3,438	9,931	6.71	19,918	6.71	58,691	83,092
30	Cincinnati, Saginaw & Mackinaw R. R.	896	4,249	5,279	5.43	10,424	5.43	314,511	133,782
31	Detroit, Grand Haven & Milwaukee Ry.	18,104	9,394	45,129	7.10	72,627	7.10	314,511	133,782
32	Detroit & Huron Ry.	95	130	125	12.87	350	12.87	637	1,323
33	Grand Trunk Western Ry.	3,306	8,314	16,241	6.62	27,861	6.62	82,131	101,952
34	Michigan Air Line Ry.	1,183	2,232	3,880	2.87	7,295	2.87	11,371	176,538
35	Pontiac, Oxford & Northern R. R.	1,272	847	3,883	4.70	5,994	4.70	59,924	57,385
36	Toledo, Saginaw & Muskegon Ry.	792	1,080	1,642	4.97	3,514	4.97	13,297	31,272
								237,069	421,152
								65,999	253,008
								57,385	127,681
								26,196	70,765
								3,625	3,625
								3,046,048	3,046,048
								30,958	30,958
								129,525	129,525
								666,158	666,158
								3,558,427	3,558,427
								2,368,497	2,368,497
								192,024	192,024
								3,087,660	3,087,660
								2,720	2,720
								4,085,681	4,085,681
								390,908	390,908
								165,190	165,190
								170,245	170,245

TABLE NO. 12.—INTRASTATE FREIGHT TRAFFIC MOVEMENT—MICHIGAN.—Concluded.

Number.	Railroads.	Miscellaneous.				Total freight tonnage.			
		Tons originating on this road.		Tons received from connecting roads and other carriers.		Tons originating on this road.		Tons received from connecting roads and other carriers.	
		Delivered to consignees.	Delivered to other carriers.	Per cent. of total intrastate tonnage.	Tons.	Delivered to consignees.	Delivered to other carriers.	Tons.	Total tonnage.
40	Keweenaw Central R. R.	10	81,039	33	34	3,451	2,519	4,143	10,113
41	Lake Shore & Michigan Southern Ry.			2.86	116,378	a	1,946,568	2,120,542	4,067,060
51	Lake Superior & Ishpeming Ry.	10		.01	176	1,684,600	a	271,755	1,956,355
53	Ladington & Northern Ry.					40,223			40,223
54	Manistee & Grand Rapids R. R.	810	14	.01	14	1,447	104,999	7,451	113,897
55	Manistee & Luther R. R.				810	70,449		81,291	70,449
56	Manistee & North Eastern R. R.	3,858	1,126	1.16	7,956	392,551	210,579	684,421	684,421
58	Michigan Ry. Co.		440	3.89	1,356		9,236	25,063	34,301
59	Michigan Central R. R.	a	149,913	3.17	499,709	a	4,748,768	10,995,293	15,744,061
75	Michigan East & West Ry.	8	472	.49	518	1,240	98,787	7,733	104,760
76	Mineral Range R. R.	2,323	231	.20	4,326	2,155,725	88,863	231,975	2,476,863
77	Minneapolis, St. Paul & Sault Ste. Marie Ry.	1,678	1,816	.44	4,059	693,020	170,290	88,659	931,969
79	Nunising, Marquette & Southeastern Ry.	2,607		.31	3,940	848,677	a	308,477	1,157,154
81	Ontonagon R. R.			.11	102	a	86,718	5,366	92,084
82	Pere Marquette R. R.		356,293	7.67	653,113	a	3,938,781	4,581,283	8,520,064
83	Traverse City, Leelanau & Manistique Ry.	64		.41	64	9,977	a	5,602	15,579
86	Wabash R. R.			2.73	23,330				865,653
87	Wisconsin & Michigan Ry.	214	310	.89	561	39,285	11,579	12,130	62,994
14	Detroit & Charlevoix R. R.								344,271
27	East Jordan & Southern R. R.								208,366
37	Houghton, Chassell & Southwestern R. R.								98,497
38	Kalamazoo, Lake Shore & Chicago Ry.								87,774
57	Manistee & Lake Superior Ry.								393,366
Total, Upper Peninsula.....		20,215	7,482	.28	35,018	10,330,130	913,676	1,432,767	12,676,573
Total, Lower Peninsula.....		172,566	867,646	4.81	2,239,753	2,088,961	15,406,312	28,235,336	40,605,244
Total, Michigan.....		192,781	865,128	3.84	2,274,771	12,419,091	16,318,988	29,668,103	50,231,817
									81,367,522



TABLE NO. 13.—DESCRIPTION OF EQUIPMENT, IN SERVICE JUNE 30, 1914—ENTIRE LINE.

Number	Railroads.	Locomotives.				Passenger service cars.								
		Passenger.	Freight.	Switching.	Total.	First-class.	Second-class.	Combination.	Dining.	Parlor.	Sleeping.	Baggage, express and postal.	All other.	Total.
1	Ann Arbor R. R.	7	29	8	44	6	10	7	4	1		5	7	40
2	Arcadia & Betsey River Ry.	2			2			2						2
3	Blaney & Southern Ry.		2		2			1						1
4	Boyne City, Gaylord & Alpena R. R.	1	9	2	12	2		2					1	5
5	Chicago, Kalamazoo & Saginaw Ry.	6			6	4		1				1		6
6	Chicago, Milwaukee & St. Paul Ry.	401	1,277	291	1,969	507	170	173	47	28	217	589	12	1,570
7	Chicago & North Western Ry.	405	1,128	297	1,830	1,003	9	173	34	65		385	241	1,910
8	Cincinnati Northern R. R.	8	26	1	35	13		2				6		21
9	Cincinnati, Wabash & Michigan Ry.	9				9	6	3				6	5	29
10	Copper Range R. R.	9	10	2	21	8	9	4	1			2		24
11	Delray Connecting R. R.													
12	Delray Terminal R. R.			7	7									
13	Detroit, Bay City & Western R. R.	5		8	8	5		2						7
14	Detroit & Charlevoix R. R.	4			5									1
15	Detroit & Mackinac Ry.	14	22	2	38	27	2	7	1	2		10		49
16	Detroit Terminal R. R.		8	8	8									
17	Detroit, Toledo & Ironton R. R.	9	43	12	64	10	5	8		1		2		26
18	Detroit & Toledo Shore Line R. R.		17	5	22									
19	Duluth, South Shore & Atlantic Ry.	30	52	10	92	19	12	5	6		7	18		67
20	East Jordan & Southern R. R.	4			4		1	2						3
21	Empire & South Eastern R. R.	2			2			1						1
22	Erie & Michigan Ry. & Nav. Co.	2			2									1
23	Escanaba & Lake Superior R. R.	11			11		2	2						4
24	Grand Rapids & Indiana Ry.	37	52	8	97	36	32	14	3			34		119
25	Grand Trunk System:													
29	Cincinnati, Saginaw & Mackinaw R. R.		3		3	1								1
30	Detroit, Grand Haven & Milwaukee Ry.	6	2	3	11	9				2		11		22
33	Grand Trunk Western Ry.													
35	Pontiac, Oxford & Northern R. R.	70	185	26	281	45		4				20		69
36	Toledo, Saginaw & Muskegon Ry.					6						2		8
96	St. Clair Tunnel Co.			6	6	1						2	1	4

TABLE NO. 13.—DESCRIPTION OF EQUIPMENT, IN SERVICE JUNE 30, 1914—ENTIRE LINE.—Continued.

Number.	Railroads.	Locomotives.				Passenger service cars.								Total.
		Passenger.	Freight.	Switching	Total.	First-class.	Second-class.	Combination.	Dining.	Parlor.	Sleeping.	Baggage, express and postal.	All other.	
37	Houghton, Chassell & Southwestern Ry.		3		3									11
38	Kalamazoo, Lake Shore & Chicago Ry.	5	2		7	7		4						13
40	Keweenaw Central R. R.	1	1		2	5		2					6	13
41	Lake Shore & Michigan Southern Ry.	250	483	263	996	170	172	28	21			343	93	827
51	Lake Superior & Ishpeming Ry.		11	8	19	3		1						4
53	Ludington & Northern Ry.	3	1	1	5	8								8
55	Manistee & Luther R. R.		8		8									
56	Manistee & North Eastern R. R.	6	10		16	10		4				2		16
57	Manistique & Lake Superior R. R.	1	5	1	7	1		1						2
59	Michigan Central R. R.	180	359	216	755	169	65	37	21			179	32	503
73	Michigan East & West Ry.		4		4	1		3					4	5
76	Mineral Range R. R.	4	17	5	26	2		2				1		5
77	Minneapolis, St. Paul & Sault Ste. Marie Ry.	164	322	52	538	128	52	26	19	19	42	109	27	422
79	Munising, Marquette & Southeastern Ry.	4	10		14	5		9						14
81	Ontonagon R. R.		1		1									
82	Pere Marquette R. R.	94	273	61	428	170	45	39	13	20		85	1	373
83	Port Huron Southern R. R.			2	2									
85	Traverse City, Leelanau & Manistique Ry.	1			1	1		1					2	
86	Wabash R. R.	134	453	114	701	119	27	66	17	7		117	66	419
87	Wisconsin & Michigan Ry.	3	3		6	2								2
88	Wyandotte Southern R. R.			2	2									
89	Wyandotte Terminal R. R.			5	5									
	Total.....	1,883	4,823	1,426	8,132	2,512	619	465	187	145	266	1,929	492	6,615

aSix electric included.

TABLE NO. 13.—DESCRIPTION OF EQUIPMENT IN SERVICE JUNE 30, 1914—ENTIRE LINE.—Continued.

Number.	Railroads.	Freight service cars.						
		Box.	Flat.	Stock.	Coal.	Refrigerator.	All other.	Total.
1	Ann Arbor R. R.	1,730	103	87	687	86		2,693
2	Arcadia & Betsey River Ry.	8	40			43		43
3	Blansy & Southern Ry.		6					6
4	Boyer City, Gaylord & Alpena R. R.		141				139	280
5	Chicago, Kalamazoo & Saginaw Ry.	44	12					56
6	Chicago, Milwaukee & St. Paul Ry.	44,161	4,726	5,797	4,924	2,325	3,848	65,781
7	Chicago & North Western Ry.	33,149	4,989	4,569	14,021	2,443	5,922	65,093
8	Cincinnati Northern R. R.	1,057	21		6			1,084
9	Cincinnati, Wabash & Michigan Ry.	576	253	16	29			874
10	Copper Range R. R.	57	145		26	10	273	511
11	Delray Connecting R. R.				127			127
12	Delray Terminal R. R.							none
13	Detroit, Bay City & Western R. R.	5	2		51			58
14	Detroit & Charlevoix R. R.		34				55	89
15	Detroit & Mackinac Ry.	752	491	88	377	12	60	1,780
16	Detroit Terminal R. R.							
17	Detroit, Toledo & Ironton R. R.	1,084	162	43	2,199		40	3,528
18	Detroit & Toledo Shore Line R. R.				199			199
19	Duluth, South Shore & Atlantic Ry.	1,081	610		227	25	1,253	3,196
20	East Jordan & Southern R. R.		70				130	200
21	Empire & South Eastern R. R.	1	4				29	34
22	Erle & Michigan Ry. & Nav. Co.	183						183
23	Escanaba & Lake Superior R. R.	2	408				53	463
24	Grand Rapids & Indiana Ry.	1,601	500	86	778	100	74	3,139
29	Grand Trunk Ry. System:							
30	Cincinnati, Saginaw & Mackinaw R. R.	13	17					30
31	Detroit, Grand Haven & Milwaukee Ry.	68	48					116
33	Grand Trunk Western Ry.							
35	Pontiac, Oxford & Northern R. R.	3,732	77	1	2,020	249		6,079
36	Toledo, Saginaw & Muskegon Ry.		19					19
96	St. Clair Tunnel Co.	4	7					11
37	Houghton, Cassell & South Western Ry.	1	59					60
38	Kalamazoo, Lake Shore & Chicago Ry.	12	2					14
40	Keweenaw Central R. R.	5	31		10		35	81
41	Lake Shore & Michigan Southern Ry.	22,721	2,949	879	26,530	3,881		56,960

TABLE NO. 13.—DESCRIPTION OF EQUIPMENT IN SERVICE JUNE 30, 1914—ENTIRE LINE.—Concluded.

Number.	Railroads.	Freight service cars.						
		Box.	Flat.	Stock.	Coal.	Refrigerator.	All other.	Total.
51	Lake Superior & Ishpeming Ry		20					821
53	Ludington & Northern Ry		11					11
55	Manistee & Luther R. R.	9	32		6			312
56	Manistee & North Eastern R. R.	313	375		10	42		740
57	Manistique & Lake Superior R. R.	5	147				150	302
59	Michigan Central R. R.	16,942	2,541	758	4,531	514	22	25,308
75	Michigan East & West Ry		22					23
76	Mineral Range R. R.	49	75		33		785	942
77	Minneapolis, St. Paul & Sault Ste. Marie Ry	20,054	2,225	824	566	424	2,534	26,627
79	Munising, Marquette & Southeastern Ry	25	386				200	611
81	Ontonagon R. R.	1					88	89
82	Pere Marquette R. R.	11,656	741	314	3,524	138		16,373
83	Port Huron Southern R. R.							
85	Traverse City, Leelanau & Manistique Ry							
86	Wabash R. R.	12,475	758	1,129	7,002	71	274	21,709
87	Wisconsin & Michigan Ry	36	232		2	4		323
88	Wyandotte Southern R. R.	6	2					8
89	Wyandotte Terminal R. R.							
	Total.	173,613	23,543	14,591	67,885	10,324	17,030	306,986

TABLE NO. 14.—ACCIDENTS RESULTING FROM THE MOVEMENT OF TRAINS—MICHIGAN.

Number.	Railroads.	Coupling cars.						Collisions.						Derailments.					
		Employees.			Employees.			Passengers.			Others.			Employees.			Passengers.		
		Killed.		Injured.	Killed.		Injured.	Killed.		Injured.	Killed.		Injured.	Killed.		Injured.	Killed.		Injured.
1	Ann Arbor R. R.		2																
6	Chicago, Milwaukee & St. Paul Ry.		1																
7	Chicago & Northwestern Ry.		8			2										3			
8	Cincinnati Northern R. R.																		
9	Cincinnati, Wabash & Michigan R. R.																		14
10	Copper Range R. R.																		
11	Delray Connecting R. R.																		
14	Detroit & Charlevoix R. R.		1																
15	Detroit & Mackinac Ry.		1																
16	Detroit Terminal R. R.																		
17	Detroit, Toledo & Ironton R. R.		1												1				
18	Detroit & Toledo Shore Line R. R.																		
19	Duluth, South Shore & Atlantic Ry.		6			5									7				
20	East Jordan & Southern R. R.																		
23	Pecanaba & Lake Superior R. R.																		
24	Grand Rapids & Indiana Ry.		1												3		7		
	Grand Trunk System:																		
28	Chicago, Detroit & Canada G. T. Junction R. R.		2																
29	Cincinnati, Saginaw & Mackinac R. R.					3				17					1				
30	Detroit, Grand Haven & Milwaukee Ry.		4			3				3					6		1		1
32	Detroit & Huron Ry.									1									
33	Grand Trunk Western Ry.		1							1									
34	Michigan Air Line Ry.																		
35	Pontiac, Oxford & Northern R. R.		1														22		
36	Toledo, Saginaw & Muskegon Ry.									3									
96	St. Clair Tunnel Co.																		
37	Houghton, Chasell & Southwestern R. R.																		
38	Kalamazoo, Lake Shore & Chicago Ry.																		
41	Lake Shore & Michigan Southern Ry.		1																
51	Lake Superior & Ishpeming Ry.		3																

TABLE NO. 14.—ACCIDENTS RESULTING FROM THE MOVEMENT OF TRAINS—MICHIGAN.—Continued.

Number.	Railroads.	Coupling cars.				Collisions.						Derailments.					
		Employees.		Employees.		Employees.		Passengers.		Others.		Employees.		Passengers.		Others.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
55	Manistee & Luther R. R.		1														
56	Manistee & North Eastern R. R.	1															
58	Michigan Ry. Co.																
59	Michigan Central R. R.	3	18	3	41	3	31			x7		4	12		2		y7
75	Michigan East & West Ry.																
76	Mineral Range R. R.																
77	Minneapolis, St. Paul & Sault Ste. Marie Ry.		1				6			p2							
79	Munising, Marquette & Southeastern Ry.																
82	Pere Marquette R. R.	2	15	2	21		23	o1				1	8		65		p2
83	Port Huron Southern R. R.																
86	Wabash R. R.		3	1	5		10										
	Total.	8	76	11	97	3	75	o1	13			5	48		97		14

pPostal clerks, express messengers, Pullman employees, etc.

xFive are postal clerks, etc., two others not trespassing.

yOne postal clerk, etc., one trespassing and five others not trespassing.

oOthers not trespassing.

tTrespassers.

TABLE NO. 14.—ACCIDENTS RESULTING FROM THE MOVEMENT OF TRAINS—MICHIGAN.—Continued.

Number.	Railroads.	Parting of trains.			Falling from trains, locomotives or cars.						Jumping on or off trains.					
		Employees.		Killed.	Employees.		Killed.	Passengers.		Others trespassing.	Employees.		Killed.	Passengers.		Others not trespassing.
		Injured.	Killed.		Injured.	Killed.		Injured.	Killed.		Injured.	Killed.		Injured.	Killed.	
1	Ann Arbor R. R.															1
6	Chicago, Milwaukee & St. Paul Ry.	1	1		3	1			1	1	4					1
7	Chicago & Northwestern Ry.	2			8					2	12			1		1
8	Cincinnati Northern R. R.										1					
9	Cincinnati, Wabash & Michigan R. R.		1													
10	Copper Range R. R.															
11	Delray Connecting R. R.															
14	Detroit & Charlevoix R. R.				1						3					
15	Detroit & Mackinac Ry.															
16	Detroit Terminal R. R.															
17	Detroit, Toledo & Ironton R. R.				1						1					
18	Detroit & Toledo Shore Line R. R.									1	2					
19	Duluth, South Shore & Atlantic Ry.	b1	1		6						2		1		1	4
20	East Jordan & Southern R. R.															
23	Escanaba & Lake Superior R. R.				2											
24	Grand Rapids & Indiana Ry.	1	1		5			1			14			5		1
	Grand Trunk System:															
28	Chicago, Detroit & Canada G. T. Junction R. R.				8						4					2
29	Cincinnati, Saginaw & Mackinac R. R.		1		1						2					
30	Detroit, Grand Haven & Milwaukee Ry.				20					c2	17			9		3
32	Detroit & Huron Ry.															
33	Grand Trunk Western Ry.		1		14			1			11			1	2	1
34	Michigan Air Line Ry.				1						1				1	
35	Pontiac, Oxford & Northern R. R.				1						1					
36	Toledo, Saginaw & Muskegon Ry.				1			1			1			1		
96	St. Clair Tunnel Co.															

TABLE NO. 14.—ACCIDENTS RESULTING FROM THE MOVEMENT OF TRAINS—MICHIGAN.—Continued.

Number.	Railroads.	Parting of trains.		Falling from trains, locomotives or cars.						Jumping on or off trains.					
		Employees.		Employees.		Passengers.		Others trespassing.		Employees.		Passengers.		Others not trespassing.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
27	Houghton, Chasell & Southwestern R. R.														
28	Kalamazoo, Lake Shore & Chicago Ry.														
41	Lake Shore & Michigan Southern Ry.			10		1		1				5	1		3
51	Lake Superior & Ishpeming Ry.														
55	Manistee & Luther R. R.														
56	Manistee & North Eastern R. R.							1				1			
58	Michigan Ry. Co.														
59	Michigan Central R. R.	68	7	37		4		2	11	1	9	1	2	1	12
75	Michigan East & West Ry.														
76	Mineral Range R. R.									1					
77	Muncie, St. Paul & Sault Ste. Marie Ry.			3							3				
79	Munising, Marquette & Southeastern Ry.														
82	Pere Marquette R. R.	1	2	1	24	2	3	3			20	7		1	2
83	Port Huron Southern R. R.				3						4			1	
86	Wabash R. R.														
	Total . . . . .	1	15	14	151	1	10	11	21	2	123	2	35	1	29

bCaused by locomotives or cars breaking down.

cOne not trespassing.

dSeven of these caused by locomotives or cars breaking down.

fTwo of these not trespassing.



TABLE NO. 14.—ACCIDENTS RESULTING FROM THE MOVEMENT OF TRAINS—MICHIGAN.—Continued.

Number.	Railroads.	Struck by Trains, Locomotives or Cars.									
		At Highway crossings.					At stations.				
		Passengers.		Others not trespassing.		Others trespassing.	Passengers.		Others not trespassing.		Others trespassing.
		Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	
1	Ann Arbor R. R.										
6	Chicago, Milwaukee & St. Paul Ry.		1			6					1
7	Chicago & Northwestern Ry.		1	3							5
8	Cincinnati Northern R. R.										
9	Cincinnati, Wabash & Michigan R. R.										
10	Copper Range R. R.										
11	Delray Connecting R. R.										
14	Detroit & Charlevoix R. R.										
15	Detroit & Mackinac Ry.										
16	Detroit Terminal R. R.										
17	Detroit, Toledo & Ironton R. R.										
18	Detroit & Toledo Shore Line R. R.										
19	Duluth, South Shore & Atlantic Ry.				1						
20	East Jordan & Southern R. R.										
23	Escanaba & Lake Superior R. R.										
24	Grand Rapids & Indiana Ry.	4	9						2	2	3
	Grand Trunk System:										
28	Chicago, Detroit & Canada G. T. June, R. R.										
29	Chicago, Detroit & Mackinac Ry.		1		1				1	2	1
30	Cincinnati, Saginaw & Mackinac Ry.										
32	Detroit, Grand Haven & Milwaukee Ry.	2	10		2				5	4	
	Detroit & Huron Ry.										
33	Grand Trunk Western Ry.										
34	Michigan Air Line Ry.	3	8							1	
35	Pontiac, Oxford & Northern R. R.										
36	Toledo, Saginaw & Muskegon Ry.	1									
96	St. Clair Tunnel Co.							1			

TABLE NO. 14.—ACCIDENTS RESULTING FROM THE MOVEMENT OF TRAINS—MICHIGAN.—Continued.

Struck by Trains, Locomotives or Cars.													
Railroads.		At Highway crossings.						At stations.					
		Passengers.		Others not trespassing.		Others trespassing.		Passengers.		Others not trespassing.		Others trespassing.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
37	Houghton, Chassell & Southwestern R. R.												
38	Kalamazoo, Lake Shore & Chicago Ry.				1								
41	Lake Shore & Michigan Southern R. R.			10	16				1				2
51	Lake Superior & Ishpeming Ry.												
55	Manistee & Luther R. R.												
56	Manistee & North Eastern R. R.												
58	Michigan Ry. Co.												
59	Michigan Central R. R.			8	15	6			2		5	13	13
75	Michigan East & West Ry.												
76	Mineral Range R. R.												
77	Minneapolis, St. Paul & Sault Ste. Marie Ry.				1			1					
79	Munising, Marquette & Southeastern Ry.												
82	Pere Marquette R. R.			6	17				1	2	2	3	16
83	Port Huron Southern R. R.												9
86	Wabash R. R.			1	7							1	5
	Total			37	88	6	10	2	6	4	13	44	38

TABLE NO. 14.—ACCIDENTS RESULTING FROM THE MOVEMENT OF TRAINS—MICHIGAN.—Continued.

Number.	Railroads.	Struck by trains, locomotives or cars.							
		At other points.							
		Employees.		Passengers.		Others not trespassers.		Others trespassers.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	Ann Arbor R. R. . . . .		3					1	
6	Chicago, Milwaukee & St. Paul Ry. . . . .	1	12					6	7
7	Chicago & Northwestern Ry. . . . .								
8	Cincinnati Northern R. R. . . . .							2	
9	Cincinnati, Wabash & Michigan R. R. . . . .								
10	Copper Range R. R. . . . .	1							
11	Delray Connecting R. R. . . . .								
14	Detroit & Charlevoix R. R. . . . .							1	1
15	Detroit & Mackinac Ry. . . . .								
16	Detroit Terminal R. R. . . . .								2
17	Detroit, Toledo & Ironton R. R. . . . .								
18	Detroit & Toledo Shore Line R. R. . . . .								4
19	Duluth, South Shore & Atlantic Ry. . . . .		2					12	
20	East Jordan & Southern R. R. . . . .								
23	Escanaba & Lake Superior R. R. . . . .								1
24	Grand Rapids & Indiana Ry. . . . .							5	2
	Grand Trunk System:								
28	Chicago, Detroit & Canada G. T. Junction R. R. . . . .	1	2						
29	Cincinnati, Saginaw & Mackinac Ry. . . . .		2					1	
30	Detroit, Grand Haven & Milwaukee Ry. . . . .	1	15				1	2	1
32	Detroit & Huron Ry. . . . .								
33	Grand Trunk Western Ry. . . . .	2	3					7	4
34	Michigan Air Line Ry. . . . .								
35	Pontiac, Oxford & Northern R. R. . . . .						1		
36	Toledo, Saginaw & Muskegon Ry. . . . .		2						
96	St. Clair Tunnel Co. . . . .								

TABLE NO. 14.—ACCIDENTS RESULTING FROM THE MOVEMENT OF TRAINS—MICHIGAN.—Continued.

Number.	Railroads.	Struck by trains, locomotives or cars.							
		At other points.							
		Employees.		Passengers.		Others not trespassers.		Others trespassers.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
37	Houghton, Chaseell & Southwestern R. R.								
38	Kalamazoo, Lake Shore & Chicago Ry.								
41	Lake Shore & Michigan Southern R. R.	2	1					10	3
51	Lake Superior & Ishpeming Ry.								
55	Manistee & Luther R. R.								
56	Manistee & North Eastern R. R.								
58	Michigan Ry. Co.								
59	Michigan Central R. R.	7	23			10		12	6
75	Michigan East & West Ry.								
76	Mineral Range R. R.								2
77	Minneapolis, St. Paul & Sault Ste. Marie Ry.		1					4	1
79	Munising, Marquette & Southeastern Ry.								
82	Pere Marquette R. R.	9	d21				1	6	6
83	Port Huron Southern R. R.								
86	Wabash R. R.	2	k5					3	1
	Total.	26	s82				13	71	41

dFour of these struck by overhead obstruction.

kTwo struck by overhead obstruction.

rOne struck by overhead obstruction.

sEleven of these struck by overhead obstruction.

TABLE NO. 14.—ACCIDENTS RESULTING FROM THE MOVEMENTS OF TRAINS—MICHIGAN.—Continued.

Number.	Railroads.	Other causes.										Total.			
		Employees.		Passengers.		Others not trespassing.		Others trespassing.		Employees.		Passengers.		Others not trespassing.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	Ann Arbor R. R.		11							1	24	1	1		7
6	Chicago, Milwaukee & St. Paul Ry.		9								14				1
7	Chicago & North Western Ry.	1	48				a2			4	83		7	a5	13
8	Cincinnati Northern R. R.		1								2				
9	Cincinnati, Wabash & Michigan Ry.									2					4
10	Copper Range R. R.													2	
11	Delray Connecting R. R.		45							45					
14	Detroit & Charlevoix R. R.									1	1			1	1
15	Detroit & Mackinac Ry.		2							7					
16	Detroit Terminal R. R.														2
17	Detroit, Toledo & Ironton R. R.		17							21					
18	Detroit & Toledo Shore Line R. R.		1							1					
19	Duluth, South Shore & Atlantic Ry.	1	6			1				2	35	1		1	11
20	East Jordan & Southern R. R.														
23	Escanaba & Lake Superior R. R.									2				1	2
24	Grand Rapids & Indiana Ry.		40				5	1	3	1	64	22	4	17	10
28	Grand Trunk System:														
29	Chicago, Detroit & Canada G. T. Junction R. R.		20							1	37	1		4	6
30	Cincinnati, Saginaw & Mackinaw R. R.	2	2							4	24			1	1
32	Detroit, Grand Haven & Milwaukee Ry.	96	2	15		m	5			1	161	26	2	n18	17
33	Detroit & Huron Ry.	2									2				
34	Grand Trunk Western Ry.		64							4	98	1	4	3	4
35	Michigan Air Line Ry.		4								6	1		1	
36	Pontiac, Oxford & Northern R. R.		8								12	22	1	1	
96	Toledo, Saginaw & Muskegon Ry. St. Clair Tunnel Co.		8							1	13	7		p1	
37	Houghton, Chassell & Southwestern R. R.														
38	Kalamazoo, Lake Shore & Chicago Ry.	1									2			1	
41	Lake Shore & Michigan Southern Ry.	30								3	59	11	11	18	13
51	Lake Superior & Ishpeming Ry.	1									2				

TABLE NO. 14.—ACCIDENTS RESULTING FROM THE MOVEMENT OF TRAINS—MICHIGAN.—Concluded.

Number.	Railroads.	Other causes.								Total.			
		Employees.		Passengers.		Others not trespassing.		Others trespassing.		Employees.		Passengers.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
55	Maistee & Luther R. R.									1		1	
56	Manistee & North Eastern R. R.									1			
58	Michigan Ry. Co.		1							1			1
59	Michigan Central R. R.	4	111		a	15	1	3	29	259	4	48	10
75	Michigan East & West Ry.									3			
76	Mineral Range R. R.		2							3			
77	Minneapolis, St. Paul & Sault Ste. Marie Ry.		4						1	11	1	7	
79	Mumising, Marquette & Southeastern Ry.		2						3	3		1	3
82	Pere Marquette R. R.	1	67		a	7		1	17	178	1	106	9
83	Port Huron Southern R. R.								1	1			j
86	Wabash R. R.		21				1		3	41		15	1
	Total.	7	624			42	3	20	74	1,216	8	281	43
													v
													184
													147
													161

aOne is ex-messenger. Postal clerks, etc.

iThree are postal clerks, etc.

jSeven are postal clerks, etc.

kThree are postal clerks, etc.

lFour are postal clerks, etc.

mTwo are postal clerks, etc.

nEighteen of these are postal clerks, express messengers, pullman employees, etc.

TABLE NO. 15.—RENEWAL OF RAILS AND TIES—CONSUMPTION OF FUEL—MICHIGAN.

Number.	Railroads.	Rails.			Ties.		Total fuel consumed, tons.	Miles run.	Average pounds consumed per square mile.	Average cost at distributing point.
		Laid new during year, tons.	Weight per yard.	Average price per ton at distributing point, dollars.	New ties laid during year, number.	Average price at distributing point, cents.				
1	Ann Arbor R. R.	580	85	\$32 00	98,033	\$0 47 9	103,885	1,325,358	156.76	\$1 92
2	Aradina & Betsey River Ry.				2,674	45.5	600	13,120	92	3 18
3	Blaney & Southern Ry.				912	20	858			4 00
4	Boyer City, Gaylord & Alpena R. R.				9,660	25	10,728	159,408*	134.59	2 75
5	Chicago, Kalamazoo & Saginaw Ry.	6 38	65	31 28	11,667	54	6,630	114,823	115.48	2 50
6	Chicago, Milwaukee & St. Paul Ry.	1,259	85	30 03	59,580	56.2	60,678	779,997		2 18
7	Chicago & North Western Ry.	56.29		33 36	263,266	41.83	174,164	2,148,520	162.12	1 75
8	Cincinnati Northern R. R.				7,993	67.5	14,475	172,809	167.52	2 07
9	Cincinnati, Wabash & Michigan Ry.				9,010	85	13,615	164,405	165.63	1 51
10	Copper Range R. R.	573.80	90½	30 85	28,233	34	17,844	358,037	99.68	2 54
11	Delray Connecting R. R.	26 6	80	30 70	2,837	70	4,862			3 10
13	Detroit, Bay City & Western R. R. (no data)									
14	Detroit & Charlevoix R. R.				11,877	57	6,865	65,806	208.64	2 93
15	Detroit & Mackinac Ry.				75,543	31.5	49,132	837,254	117.37	2 64
16	Detroit Terminal R. R.	510.48	80	30 91	14,330	69	9,711			2 36
17	Detroit, Toledo & Ironton R. R.				65,334	68	31,661	297,873	212	1 37
18	Detroit & Toledo Shore Line R. R.	921	80	30 00	11,384	67	31,460	386,786	162.67	1 95
19	Duluth, South Shore & Atlantic Ry.	6,120	80	31 08	240,527	38.09	99,783	2,033,056		3 01
20	East Jordan & Southern R. R.						2,567			3 15
21	Empire & South Eastern R. R.				190		842	14,164	112.00	3 00
22	Erie & Michigan Ry. & Nav. Co.				15,403	37	1,391		127.66	2 94
23	Escanaba & Lake Superior R. R.	20	60	32 25			12,413	194,459		
24	Grand Rapids & Indiana Ry.	454.84		31 14	179,519	65.82			129.01	2 04
28	Grand Trunk Ry. System:									
29	Chicago, Detroit & Canada G. T. Junction R. R.				35,015	63.5	74,711	975,953	153.10	2 17
29	Cincinnati, Saginaw & Mackinaw R. R.	26.50	80	30 75	23,900	56.6	21,192	337,930	125.42	2 17
30	Detroit, Grand Haven & Milwaukee Ry.	1 96	80	28 80	110,245	63.07	161,270	2,328,882	138.50	2 17
32	Detroit & Huron Ry.	6 13	67	28 00	2,131	42.6	1,811	32,735	110.65	2 19
33	Grand Trunk Western Ry.	3,016.74	100-80	30 51	213,896	67.2	230,665	3,257,868	141.60	2 18
34	Michigan Air Line Ry.				19,221	62.1	17,190	298,041	115.35	2 17
35	Pontiac, Oxford & Northern R. R.				43,666	90.9	19,350	297,185	130.22	2 20
36	Toledo, Saginaw & Muskegon Ry.	27,194			27,194	90.3	14,642	216,962	118.58	2 16
96	St. Clair Tunnel Co.				324	98.0				

TABLE NO. 15.—RENEWAL OF RAILS AND TIES—CONSUMPTION OF FUEL—MICHIGAN.—Concluded.

Number.	Railroads.	Rails.			Ties.		Total fuel consumed, tons.	Miles run.	Average pounds consumed per mile.	Average cost at distributing point.
		Laid new during year, tons.	Weight per yard.	Average price per ton at distributing point, dollars.	New ties laid during year, number.	Average price at distributing point, cents.				
38	Kalamazoo, Lake Shore & Chicago Ry.				590	44	5,906	117,906	100.18	\$3.02
40	Keweenaw Central R. R.				209,707		658	13,057	100.92	4.22
41	Lake Shore & Michigan Southern Ry.	1,558.80	80	\$30.02			216,739	3,010,748	143.97	
51	Lake Superior & Ishpeming Ry.	40.70	80	31.22	5,828	39.11	11,816	181,477	129.86	2.60
53	Ludington & Northern Ry.				1,269	31.5	988	41,080	48.09	3.33
54	Manistee & Grand Rapids R. R.				4,888	40	1,764	36,180	97.51	3.00
55	Manistee & Luther R. R.				6,827	32.4	3,780	582,036	85.26	3.10
56	Manistee & North Eastern R. R.				31,925		24,813	141,702	82.39	2.94
57	Manistique & Lake Superior R. R.	117.20	56	\$24.00	18,141	28.14	5,838	39,000	117	3.10
58	Michigan Ry. Co.						2,282			
59	Michigan Central R. R.	12,521.77	80-100	29.89	726,306	76.00	906,926	14,452,352	125.50	2.06
75	Michigan East & West Ry.				15,355	42.00	2,244	47,501	94.48	3.00
76	Mineral Range R. R.				39,367	37.81	20,665	348,753	118.51	3.03
77	Minneapolis, St. Paul & Sault Ste. Marie Ry.				79,206	34.20	46,577	847,824	109.90	2.72
79	Mumfing, Marquette & Southeastern Ry.	737.02	80	30.79	17,050	37.10	15,488	271,378	114.14	2.65
81	Ontonagon R. R.						509	9,150	111.20	3.90
82	Pere Marquette R. R.	14,965.18	90-75	29.38	1,091,034	62.04	704,902	9,088,464	155.12	1.91
83	Port Huron Southern R. R.				2,375	55	885			3.03
85	Traverse City, Leelanau & Manistique Ry.				945	81	1,346	31,327	85.79	2.19
86	Wabash R. R.	2.26	80-90	29.72	65,624	55	103,864	1,246,444	166.65	1.49
87	Wausau & Michigan Ry.				14,890		2,150	41,526	103.55	2.80
88	Wyandotte Southern R. R.						586			2.22
89	Wyandotte Terminal R. R.	53.48	70	28.90	3,725	78	3,335			2.45
94	Sante Marie Union Depot Co.				475	73.82				
	Total, Upper Peninsula	8,924.01			783,568		489,441	7,368,936	127.18	
	Total, Lower Peninsula	34,652.12			3,135,823		2,809,615	40,020,448	139.05	
	Total, Michigan	43,576.13			3,919,391		3,279,056	47,389,384	137.21	

aNot new rails.



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STATISTICS  
ELECTRIC RAILWAYS

FOR THE  
YEAR ENDING JUNE 30, 1914.

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TABLE NO. 1.—MILEAGE OF ROAD OPERATED.—MICHIGAN.

Number.	Railways.	Line owned.					Line operated under lease.	Line operated under trackage rights.	Total mileage operated, all tracks.	Total mileage operated, first track, interurban and suburban.	New line constructed during year.
		Miles of first track.		Miles of second track.	Miles of sidings and turnouts.						
		Interurban and suburban.	City lines.								
1	Benton Harbor, St. Joe Ry. & Light Co.	36.33	10.36	4.73	5.70	3.00			60.12	39.33	
2	Detroit, Jackson & Chicago Ry.	95.33	3.53	1.66	7.62				108.14	95.33	
3	Detroit, Monroe & Toledo Short Line Ry.	49.01		22.13	5.53				76.67	49.01	
4	Detroit & Port Huron Shore Line Ry.	94.63	12.90	8.63	16.56				132.72	94.63	
5	Detroit United Ry.	150.08	127.23	116.74	47.54				441.54	150.08	
6	Escanaba Traction Co.	13.03	2.32		47				15.82	13.03	1.09
7	Grand Rapids, Grand Haven & Muskegon Ry.	41.34			1.78		6.32		49.44	41.34	
8	Grand Rapids, Holland & Chicago Ry.	43.17		29.82	3.71				76.70	43.17	
9	Gogebic & Iron Counties Ry. & Light Co.	6.39	2.49		.24				9.12	6.39	
10	Houghton County Traction Co.	28.24		2.88	1.03				32.15	28.24	
11	Lakewood Street Ry.	5.37							5.37	5.37	5.37
12	Manistee Ry.		6.28						6.28		
13	Michigan Ry.	45.35							45.35	45.35	11.71
14	Michigan United Traction Co.					(231.07)			257.53	170.77	1.28
15	Muskegon Traction & Lighting Co.	10.30	2.61	.55	1.15				14.61	10.30	
16	Saginaw-Bay City Ry.	10.11	37.69	14.63	3.17				65.60	10.11	
17	Southern Michigan Ry.	27.67		.85	.90		2.00		31.42	27.67	
18	Toledo, Ann Arbor & Jackson R. R.	14.30			.59				14.89	14.30	14.30
19	Toledo, Ottawa Beach & Northern Ry.	9.34		7.70			4.92		21.96	9.34	
20	Toledo & Western R. R.	23.16				1.50			24.66	23.16	
Total.		703.15	205.41	210.32	95.99	235.57	13.24	1,490.14	876.92		33.75

TABLE NO. 2.—CAPITAL STOCK.

Number.	Railways.	Number shares authorized.		Par value one share.		Total par value authorized.		Total par value outstanding.	
		Common.	Preferred.	Common.	Preferred.	Common.	Preferred.	Common.	Preferred.
1	Benton Harbor, St. Joe Ry. & Light Co.	15,000	5,000	\$100 00	\$100 00	\$1,500,000 00	\$500,000 00	\$300,000 00	\$400,000 00
2	Detroit, Jackson & Chicago Ry.	250		100 00		25,000 00		25,000 00	
3	Detroit, Monroe & Toledo Short Line Ry.	30,000		100 00		3,000,000 00		2,581,000 00	
4	Detroit & Port Huron Shore Line Ry.	19,000	1,000	100 00	100 00	1,900,000 00	100,000 00	1,900,000 00	100,000 00
5	Detroit United Ry.	125,000		100 00		12,500,000 00		-12,500,000 00	
6	Escanaba Traction Co.	5,000		100 00		500,000 00		500,000 00	
7	Grand Rapids, Grand Haven & Muskegon Ry.	12,000		100 00		1,200,000 00		1,200,000 00	
8	Grand Rapids, Holland & Chicago Ry.	5,000	8,500	100 00	100 00	500,000 00	850,000 00	487,900 00	836,800 00
9	Gogebic & Iron Counties Ry. & Light Co.	3,900		100 00		390,000 00		390,000 00	
10	Houghton County Traction Co.	7,500	5,000	100 00	100 00	750,000 00	500,000 00	750,000 00	207,200 00
11	Lakewood Street Ry.	250		100 00		25,000 00		25,000 00	
12	Maumee Ry.	1,000		100 00		100,000 00		100,000 00	
13	Michigan Ry.	60,000		100 00		6,000,000 00		3,000,000 00	
14	Michigan United Traction Co.	1,000		100 00		100,000 00		100,000 00	
15	Michigan United Rys.	60,000	10,000	100 00	100 00	6,000,000 00	1,000,000 00	6,000,000 00	1,000,000 00
16	Muskegon Traction & Lighting Co.	6,000	1,000	100 00	100 00	600,000 00	100,000 00	600,000 00	100,000 00
17	Saginaw-Bay City Ry.	26,000		100 00		2,600,000 00		2,600,000 00	
18	Southern Michigan Ry.	20,000		100 00		2,000,000 00		2,000,000 00	
19	Toledo, Ann Arbor & Jackson R. R.	3,000		100 00		300,000 00		300,000 00	
20	Toledo, Ottawa Beach & Northern Ry.	15,000		100 00		1,500,000 00		1,500,000 00	
21	Toledo & Western R. R.	20,000		100 00		2,000,000 00		2,000,000 00	
Total.		434,900	30,500			\$43,480,000 00	\$3,050,000 00	\$39,358,900 00	\$2,644,000 00

TABLE NO. 2.—CAPITAL STOCK.—Concluded.

Number.	Railways.	Total par value held by respondent corporation.		Total par value not held by respondent corporation.		Dividends declared during year.		
						Rate.		Amount.
		In treasury.	In sinking or other funds.	Common.	Preferred.	Common.	Preferred.	
1	Benton Harbor, St. Joe Ry. & Light Co.			\$800,000 00	\$400,000 00		6%	\$24,000 00
2	Detroit, Jackson & Chicago Ry.			\$25,000 00				
3	Detroit, Monroe & Toledo Short Line Ry.			2,831,000 00				\$151,961 24
4	Detroit & Port Huron Shore Line Ry.			1,900,000 00	100,000 00			76,021 49
5	Detroit United Ry.	\$600 00		12,498,400 00		6%		749,964 00
6	Escanaba Traction Co.			500,000 00		$\frac{1}{2}$ %		
7	Grand Rapids, Grand Haven & Muskegon Ry.			1,200,000 00		3 $\frac{1}{2}$ %		2,500 00
8	Grand Rapids, Holland & Chicago Ry.			487,900 00	836,800 00			42,000 00
9	Gogebic & Iron Counties Ry. & Light Co.			390,000 00		2%		7,000 00
10	Houghton County Traction Co.			750,000 00	207,200 00	5%	6%	37,500 00
11	Lakewood Street Ry.			25,000 00				
12	Manistee Ry.			100,000 00				
13	Michigan Ry.			3,000,000 00			11 $\frac{1}{2}$ %	115,000 00
14	Michigan United Traction Co.			100,000 00				\$56,971 00
15	Michigan United Ry.			6,000,000 00	1,000,000 00		6%	66,000 00
16	Muskegon Traction & Lighting Co.	37,000 00		600,000 00	63,000 00		6%	3,780 00
17	Saginaw-Bay City Ry.			2,600,000 00				
18	Southern Michigan Ry.			2,000,000 00				
19	Toledo, Ann Arbor & Jackson R. R.			300,000 00				
20	Toledo, Ottawa Beach & Northern Ry.			1,500,000 00				
21	Toledo & Western R. R.			2,000,000 00				
	Total	\$37,600 00		\$39,358,300 00	\$2,607,000 00			\$1,342,917 73
								\$100,212 00

aNet profits for year.

bThis was paid to stockholders by M. U. T. Co. in accordance with terms of lease.

cPaid on Saginaw &amp; Flint Ry. stock.

TABLE NO. 3.—FUNDED DEBT.

Number.	Railways.	Total par value authorized.	Total par value outstanding.	Total par value held by respondent corporation.		Total par value not held by respondent corporation.	Interest.	
				In treasury.	In sinking or other funds.		Amount accrued during year.	Amount paid during year.
1	Benton Harbor, St. Joe Ry. & Light Co.	\$3,700,000 00	\$1,389,000 00			\$1,380,000 00	\$70,750 00	\$70,750 00
2	Detroit, Jackson & Chicago Ry.	8,260,000 00	4,000,000 00			4,000,000 00	198,900 00	198,900 00
3	Detroit, Monroe & Toledo Short Line Ry.	3,000,000 00	2,941,000 00			2,941,000 00	133,902 87	133,902 87
4	Detroit & Port Huron Shore Line Ry.	4,100,000 00	2,800,000 00			2,800,000 00	134,473 84	134,473 84
5	Detroit United Ry.	38,075,000 00	24,950,000 00	\$1,615,000 00		23,335,000 00	1,087,491 88	1,087,491 88
6	Escanaba Traction Co.	800,000 00	790,000 00			585,000 00	28,250 00	28,250 00
7	Grand Rapids, Grand Haven & Muskegon Ry.	1,500,000 00	1,500,000 00	225,000 00		1,500,000 00	75,000 00	75,000 00
8	Grand Rapids, Holland & Chicago Ry.	2,050,000 00	2,050,000 00	575,000 00		1,475,000 00	73,750 00	73,750 00
9	Gogebie & Iron Counties Ry. & Light Co.	458,300 00	2,458,300 00			458,300 00	22,915 00	22,915 00
10	Houghton County Traction Co.	2,350,000 00	1,141,000 00	38,000 00		1,103,000 00	56,521 94	56,521 94
11	Lakewood Street Ry.	25,000 00	25,000 00	2,800 00		22,200 00		
12	Manistee Ry.	60,000 00	60,000 00			60,000 00	3,000 00	3,000 00
13	Michigan Ry.	22,008,000 00	11,258,000 00	6,250,000 00		5,008,000 00	26,400 00	26,400 00
14	Michigan United Traction Co.							
15	Michigan United Ry.	15,900,000 00	11,322,000 00	924,000 00	\$332,000 00	10,066,000 00	519,900 00	519,900 00
16	Muskegon Traction & Lighting Co.	600,000 00	600,000 00			600,000 00	30,000 00	30,000 00
17	Saginaw-Bay City Ry.	2,000,000 00	2,000,000 00			2,000,000 00	100,000 00	100,000 00
18	Southern Michigan Ry.	2,750,000 00	1,220,000 00	70,000 00	49,000 00	1,101,000 00	57,500 00	57,500 00
19	Toledo, Ann Arbor & Jackson R. R.							
20	Toledo, Ottawa Beach & Northern Ry.	1,500,000 00	450,000 00			450,000 00	22,500 00	22,500 00
21	Toledo & Western R. R.	4,000,000 00	2,000,000 00			2,000,000 00	100,000 00	70,000 00
Total.		\$113,136,300 00	\$71,035,300 00	\$9,669,800 00	\$381,000 00	\$60,954,500 00	\$2,739,254 93	\$2,686,754 93

TABLE NO. 4.—RECAPITULATION OF CAPITALIZATION.

Number.	Railways.	Total par value outstanding.		Total.	Amount per mile of line.		Total.	Miles of line.]
		Capital stock.	Funded debt.		Capital stock.	Funded debt.		
1	Benton Harbor, St. Joe Ry. & Light Co.	\$1,200,000 00	\$1,380,000 00	\$2,580,000 00	\$25,701 43	\$29,556 65	\$55,258 08	46.69
2	Detroit, Jackson & Chicago Ry.	25,000 00	4,000,000 00	4,025,000 00	25,252 83	40,480 44	40,713 32	98.86
3	Detroit, Marquette & Toledo Shore Line Ry.	2,581,000 00	2,941,000 00	5,522,000 00	49,779 11	58,722 40	106,501 52	51.85
4	Detroit & Port Huron Shore Line Ry.	2,000,000 00	2,800,000 00	4,800,000 00	18,599 61	26,876 47	45,476 11	107.53
5	Detroit United Ry.	12,500,000 00	24,950,000 00	37,450,000 00	45,076 23	59,972 16	135,048 39	277.31
6	Escanaba Traction Co.	500,000 00	790,000 00	1,290,000 00	32,573 28	51,465 79	84,039 07	15.35
7	Grand Rapids, Grand Haven & Muskegon Ry.	1,200,000 00	1,500,000 00	2,700,000 00	29,030 33	36,287 98	65,318 36	41.34
8	Grand Rapids, Holland & Chicago Ry.	1,324,470 00	2,050,000 00	3,374,470 00	30,680 33	47,486 68	78,167 01	43.17
9	Gogebic & Iron Counties Ry. & Light Co.	350,000 00	458,300 00	808,300 00	33,895 18	40,403 68	74,298 86	28.24
10	Houghton County Traction Co.	957,200 00	1,141,000 00	2,098,200 00	4,651 72	4,310 23	8,961 95	5.38
11	Lakewood Street Ry.	25,000 00	22,200 00	47,200 00	.....	.....	.....	.....
12	Manistee Ry.	100,000 00	60,000 00	160,000 00	.....	.....	.....	.....
13	Michigan Ry.	3,000,000 00	11,258,000 30	14,258,000 30	.....	.....	.....	.....
14	Michigan United Traction Co.	7,000,000 00	11,322,000 00	18,322,000 00	30,643 90	49,359 12	80,003 08	298.43
15	Michigan United Ry.	7,700,000 00	600,000 00	1,300,000 00	54,208 94	46,464 80	100,673 74	12.91
16	Muskegon Traction & Lighting Co.	2,600,000 00	2,000,000 00	4,600,000 00	61,124 60	37,256 06	98,410 75	32.72
17	Saginaw Bay City Ry.	2,000,000 00	1,220,000 00	3,220,000 00	17,450 00	.....	17,450 00	17.00
18	Southern Michigan Ry.	2,300,000 00	.....	2,300,000 00	89,552 00	26,865 00	116,417 00	16.75
19	Toledo, Ann Arbor & Jackson R. R.	1,500,000 00	450,000 00	1,950,000 00	26,688 70	.....	53,397 40	74.91
20	Toledo, Ottawa Beach & Northern Ry.	2,000,000 00	2,000,000 00	4,000,000 00	.....	.....	.....	.....
21	Toledo & Western R. R.	.....	.....	.....	.....	.....	.....	.....
	Total	\$41,902,670 00	\$71,032,500 00	\$112,935,170 00	\$24,970 00	\$53,946 00	\$88,916 00	1,098.44

TABLE NO. 5.—RECAPITULATION—COST OF ROAD AND EQUIPMENT.

Number.	Railways.	Cost of road.			Cost of equipment.			
		Total cost to June 30, 1913.	Additions during year.	Deductions during year.	Total cost to June 30, 1914.	Additions during year.	Deductions during year.	Total cost to June 30, 1914.
1	Benton Harbor, St. Joe Ry. & Light Co.	\$2,167,444 31	\$38,412 12	\$6,177 04	\$2,199,079 39	\$186 24	\$1,660 46	\$197,907 45
2	Detroit, Jackson & Chicago Ry.	403,073 03	102,132 88		505,205 91	2,106 45		6,080 76
3	Detroit, Monroe & Toledo Short Line Ry.	284,456 35	87,775 18		352,231 53	35,321 11		128,869 60
4	Detroit & Port Huron Shore Line Ry.	584,740 03	76,563 46		661,303 49			
5	Detroit United Ry.	2,912,919 03	869,834 43		3,782,753 46	413,692 33		2,858,773 81
6	Escanaba Traction Co.	771,326 61	13,548 91		784,875 52	1,786 74		37,186 38
7	Grand Rapids, Grand Haven & Muskegon Ry.	2,781,567 91	4,931 01		2,786,498 92	684 91		59,114 49
8	Grand Rapids, Holland & Chicago Ry.		123,126 01			116,627 29		
9	Gogebic & Iron Counties Ry. & Light Co.							
10	Houghton County Traction Co.	167,293 29	7,514 67		174,807 96			34,760 44
11	Lakewood Street Ry.		45,954 07		45,954 07	759 97		759 97
12	Manistee Ry.	185,511 74	16,677 01		202,188 75	1,280 34	280 91	20,719 45
13	Michigan Ry.							
14	Michigan United Traction Co.	587,974 12	301,489 07		889,463 19	51,352 69		316,920 88
15	Michigan United Rys.	3,357,584 66	887,322 58		4,244,907 24	230,521 03		970,275 44
16	Muskegon Traction & Lighting Co.	58,409 16	29 10		58,438 26	115 04		23,165 75
17	Saginaw-Bay City Ry.		104,656 85	10,471 18		40,212 36	2,475 00	
18	Southern Michigan Ry.	3,271,325 06	460 08	2,080 00	3,269,705 14			11,125 54
19	Toledo, Ann Arbor & Jackson R. R.	321,412 21		321,412 21		7,902 49		8,678 86
20	Toledo, Ottawa Beach & Northern Ry.							
21	Toledo & Western R. R.	4,040,803 80	24,998 22	4,492 73	4,061,309 29	32,186 51	12,653 53	54,722 16
	Total.	\$21,875,841 31	\$2,705,425 65	\$23,220 95	\$24,340,734 33	\$934,735 50	\$17,084 90	\$4,728,560 98

<sup>f</sup>This road is largely under construction and accounts not yet entered.

<sup>g</sup>These amounts are expenditures on leased lines.



# MICHIGAN RAILROAD COMMISSION.

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TABLE NO. 5.—RECAPITULATION—COST OF ROAD AND EQUIPMENT, GENERAL EXPENDITURES.—Concluded.

Number.	Railways.	General expenditures.				Total cost.				Total cost per mile of line June 30, 1914.
		Total cost to June 30, 1913.	Additions during year.	Deductions during year.	Total cost to June 30, 1914.	Total cost to June 30, 1913.	Additions during year.	Deductions during year.	Total cost to June 30, 1914.	
1	Benton Harbor, St. Joe Ry. & Light Co.	\$59,006 00	\$39,693 73		\$98,699 73	\$2,425,831 98	\$78,292 09	\$7,837 50	\$2,496,286 57	\$53,405 59
2	Detroit, Jackson & Chicago Ry.					a 4,507,333 25	104,239 53		4,611,532 58	48,647 16
3	Detroit, Monroe & Toledo Short Line Ry.					b 5,570,390 41	123,096 28		5,693,486 70	109,808 99
4	Detroit & Port Huron Shore Line Ry.					c 5,714,516 05	76,563 45		5,791,079 51	53,855 88
5	Detroit United Rys.	48,064 80			48,064 80	d 40,277,972 10	1,283,526 76		41,561,498 86	149,874 85
6	Escanaba Traction Co.	84,895 56	7,533 11		92,428 67	891,621 81	22,868 76		914,490 57	60,673 34
7	Grand Rapids, Grand Haven & Muskegon Ry.		59 00		59 00	2,839,997 49	5,674 92		2,845,672 41	66,000 37
8	Grand Rapids, Holland & Chicago Ry.		4,750 15		4,750 15	2,926,927 94	244,563 45		3,171,431 39	819,165 46
9	Gogebic & Iron Countree Ry. & Light Co.									
10	Houghton County Traction Co.	3,611 65			3,611 65	e 2,187,508 81	33,476 07		2,220,984 88	78,646 77
11	Lakewood Street Ry.		125 00		125 00		46,839 04		46,839 04	8,714 22
12	Manistee Ry.	563 30	21 64		584 94	205,805 06	17,978 99		223,483 14	35,588 08
13	Michigan Ry.					not reported.			not reported.	
14	Michigan United Traction Co.	134,194 53	41,022 09		175,816 62	987,736 84	394,463 85		1,382,200 69	83,865 34
15	Muskegon United Rys.	562,325 31	279,401 19		841,726 50	h 17,760,115 65	1,397,244 80		19,157,360 45	
16	Muskegon Traction & Lighting Co.	i 178,666 35	43,619 41		222,285 76	j 1,663,474 78	43,763 55		1,707,238 33	
17	Saginaw-Bay City Ry.		2,019 72			5,020,521 30	146,888 93	12,946 18	5,154,464 05	100,269 87
18	Southern Michigan Ry.					3,282,450 60	490 08	2,080 00	3,280,830 68	19,791 97
19	Toledo, Ann Arbor & Jackson R. R.	6,372 44			6,372 44	328,561 02	7,902 49		336,463 51	125,420 91
20	Toledo, Ottawa Beach & Northern Ry.					2,085,716 99	15,063 28		2,100,800 27	54,964 27
21	Toledo & Western R. R.	902 99	38 82		941 81	k 4,076,900 97	57,223 55	17,151 26	4,116,973 26	
	Total.	\$1,078,602 93	\$413,883 86		\$1,490,716 92	\$102,756,443 05	\$4,100,089 09	\$40,305 85	\$107,635,392 35	\$98,361 84

aIncludes \$4,100,345.91 charged prior to January 1, 1909, and undistributed.  
 bIncludes 5,212,885.37 charged prior to January 1, 1909, and undistributed.  
 cIncludes 5,126,776.02 charged prior to January 1, 1909, and undistributed.  
 dIncludes 34,871,906.79 charged prior to January 1, 1909, and undistributed.  
 eIncludes property account of \$1,981,843.43, undistributed.  
 fIncludes \$13,100,451.27 charged prior to January 1, 1909, and undistributed.  
 gItems reported under General Expenditures are Gas and Electric Department Expenditures.  
 hIncludes \$1,403,348.56 Pft. and Inv. account when purchased.

TABLE NO. 6.—OPERATING REVENUES.

		Railways.	Revenue from transportation.							
			Passenger revenue.	Baggage revenue.	Parlor, chair and special car revenue.	Mail revenue.	Express revenue.	Milk revenue.	Freight revenue.	Switching revenue.
Number.										
1	Benton Harbor, St. Joe Ry. & Light Co.	\$225,200 47	\$353 92	\$1,399 54	\$249 97	\$757 13	\$2,592 43	\$31,201 17		
2	Detroit, Jackson & Chicago Ry.	559,205 27	1,293 30	3,799 78	44 34	5,724 82	26,510 49	94,672 00		
3	Detroit, Monroe & Toledo Short Line Ry.	541,063 20	2,248 46	3,024 15		49,108 98	5,412 71	75,158 80		
4	Detroit & Port Huron Shore Line Ry.	743,656 85	8,643 73	4,254 08	6,666 63	5,763 47	12,823 26	98,559 91		\$3 00
5	Detroit United Rys.	9,470,454 25	3,049 57	38,338 05	4,507 72	4,153 40	73,642 40	218,270 23		10 00
6	Escanaba Traction Co.	75,118 27	754 75		1,100 00	217 50		2,860 66		
7	Grand Rapids, Grand Haven & Muskegon Ry.	272,900 37			3,162 84	6,075 07		85,610 26		
8	Grand Rapids, Holland & Chicago Ry.	251,713 33	3,195 00		924 71	1,632 39	2,098 88	72,754 84		
9	Gogebic & Iron Counties Ry. & Light Co.	57,839 69								
10	Houghton County Traction Co.	282,158 66		2,141 50	756 51	940 31				
11	Lakewood Street Ry.	156 20	11 63					107 50	6 00	
12	Manistee Ry.	32,671 80			250 00					
13	Michigan Ry.	235,947 85	102 75	2,343 60	525 15		182 80	31,348 23		
14	Michigan United Traction Co.	1,657,042 02	10,719 00	8,268 32	926 55	17,484 59	14,528 99	68,136 71		
15	Muskegon Traction & Lighting Co.	154,097 96	1,485 26	299 94						
16	Saginaw-Bay City Ry.	595,101 98	32 70	1,676 37	284 16			8,565 19		
17	Southern Michigan Ry.	175,124 90	851 84	1,140 10	1,004 71	2,000 01	1,407 72	21,144 86		
18	Toledo, Ann Arbor & Jackson R. R.	12,255 70					1,020 95	4,801 11		
19	Toledo, Ottawa Beach & Northern Ry.	94,364 02	283 04	735 00			175 00	2,739 21		
20	Toledo & Western R. R.	193,381 49	722 43	1,781 85	4,518 13	3,840 15	17,189 51	118,452 74		1,550 10
Total.		\$15,629,574 28	\$33,747 38	\$69,202 28	\$24,921 42	\$97,707 82	\$157,585 14	\$934,383 42		\$1,569 10

aCommenced to operate May 30, 1914.

TABLE NO. 6.—OPERATING REVENUES.—Continued.

Number.	Railways.	Revenue from transportation.		Revenue from operations other than transportation.				
		Miscellaneous.	Total.	Station and car privileges.	Parcel-room receipts.	Storage.	Car service.	Telegraph and telephone service.
1	Benton Harbor, St. Joe Ry. & Light Co.		\$261,754 63	\$604 56	\$110 56			
2	Detroit, Jackson & Chicago Ry.	\$3,215 23	694,475 23	3,445 65	299 55	\$210 20		
3	Detroit, Monroe & Toledo Short Line Ry.	1,683 42	677,719 72	2,265 43		227 60		
4	Detroit & Port Huron Shore Line Ry.	12,565 57	892,936 50	4,500 72	492 65	137 69	\$320 00	
5	Detroit United Rys.	13,871 95	9,526,297 57	59,156 78	10,116 65	625 99	348 00	
6	Escanaba Traction Co.		80,051 18	840 00				
7	Grand Rapids, Grand Haven & Muskegon Ry.		367,748 54					
8	Grand Rapids, Holland & Chicago Ry.		332,319 15	939 98	1,001 30			
9	Gogebic & Iron Counties Ry. & Light Co.		57,939 69					
10	Houghton County Traction Co.		285,996 98	1,029 20				
11	Lakewood Street Ry.		281 33					
12	Manistee Ry.		32,921 80	210 00				
13	Michigan Ry.	1 00	270,451 38	20 02				
14	Michigan United Traction Co.		1,777,106 18	3,864 67	1,096 35	26 65	40 00	
15	Muskegon Traction & Lighting Co.		155,883 16	420 00				
16	Saginaw-Bay City Ry.	34 00	605,694 40	1,539 80				
17	Southern Michigan Ry.		202,674 14	666 69	148 80	75		
18	Toledo, Ann Arbor & Jackson R. R.		18,077 76				16 00	
19	Toledo, Ottawa Beach & Northern Ry.		98,296 27	175 00				
20	Toledo & Western R. R.	1,263 38	342,699 78	314 14		61 70	705 00	\$100 84
	Total.	\$32,634 55	\$16,981,325 39	\$79,992 34	\$13,265 86	\$1,290 58	\$1,429 00	\$100 84

a Was in operation only 31 days.

TABLE NO. 6.—OPERATING REVENUES.—Concluded.

Number.	Railways.	Revenues from operations other than transportation.						Total operating revenues.
		Rents of tracks and terminals.	Rents of equipment.	Rents of buildings and other property.	Power.	Miscellaneous.	Total.	
1	Benton Harbor, St. Joe Ry. & Light Co.	\$9,180 66	\$6,572 06	\$689 00	\$5,742 50	\$1,225 66	\$11,121 44	\$272,876 07
2	Detroit, Jackson & Chicago Ry.	1,022 20	7,339 22	3,110 54	10,687 31	1,204 80	16,958 96	711,434 19
3	Detroit, Monroe & Toledo Short Line Ry.		5,384 62	1,903 16	1,065 84		25,857 10	703,576 82
4	Detroit & Port Huron Shore Line Ry.		600 00	14,342 55	1,195 03	12,452 18	13,784 68	906,721 18
5	Detroit United Rys.	37,208 02					136,045 20	9,862,342 77
6	Escanaba Traction Co.				50,854 73		51,694 73	131,745 91
7	Grand Rapids, Grand Haven & Muskegon Ry.					3,702 34	3,702 34	371,450 88
8	Grand Rapids, Holland & Chicago Ry.			5 00	3,597 21	3, 12 50	5,555 99	337,875 14
9	Gogebic & Iron Counties Ry. & Light Co.							57,939 69
10	Houghton County Traction Co.			720 00		53 90	1,803 10	287,800 08
11	Lakewood Street Ry.					3 73	3 73	285 06
12	Manistee Ry.			325 00		2 34	537 34	33,459 14
13	Michigan Ry.		1,023 00	109 00	163 68	1 95	1,317 65	271,769 03
14	Michigan United Traction Co.	4,188 35	2,818 02	8,287 47	402 42	1,212 96	21,936 89	1,799,043 07
15	Muskegon Traction & Lighting Co.	3,627 74					4,047 74	159,930 90
16	Saginaw-Bay City Ry.	22,991 21	1,305 00	1,207 75		692 12	27,735 58	633,429 98
17	Southern Michigan Ry.		4 00	120 00		121 00	1,061 04	203,735 18
18	Toledo, Ann Arbor & Jackson R. R.						16 00	18,093 76
19	Toledo, Ottawa Beach & Northern Ry.				288 69		463 69	98,759 96
20	Toledo & Western R. R.			5 00	13,612 54	470 88	15,270 10	357,969 88
	<b>Tota</b>	<b>\$78,218 18</b>	<b>\$25,025 92</b>	<b>\$30,824 47</b>	<b>\$87,609 95</b>	<b>\$21,156 36</b>	<b>\$338,913 30</b>	<b>\$17,320,238 69</b>

# MICHIGAN RAILROAD COMMISSION.

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TABLE NO. 7.—INCOME ACCOUNT—OPERATING COMPANIES.

Number.	Railways.	Operating revenues.	Operating expenses.	Net operating revenue.	Miscellaneous income.	Gross income less operating expenses.	Deductions from income.			Total.
							Taxes.	Interest.	Rents, leased lines and other deductions.	
1	Benton Harbor, St. Joe Ry. & Light Co.	\$272,876 07	\$212,307 59	\$60,568 48	\$64,000 57	\$124,569 05	\$13,400 36	\$73,039 95		\$86,440 31
2	Detroit, Jackson & Chicago Ry.	711,434 19	510,356 32	201,077 87		201,077 87	24,760 18	196,800 00		223,660 18
3	Detroit, Monroe & Toledo Short Line Ry.	703,576 82	569,701 21	333,875 61		333,875 61	50,405 71	134,331 47		184,767 18
4	Detroit & Port Huron Shore Line Ry.	906,721 18	630,108 95	276,612 23		276,612 23	33,729 62	135,621 77		169,351 99
5	Detroit United Rys.	9,962,342 77	6,998,534 51	2,963,818 26	379,096 19	3,342,914 45	340,000 00	1,198,968 80		1,538,688 50
6	Escanaba Traction Co.	131,745 91	58,961 72	72,784 19		72,784 19	7,113 14	32,961 47		40,074 61
7	Grand Rapids, Gd. Haven & Muskegon Ry.	371,450 85	216,967 71	154,483 17	361 93	154,848 10	17,405 78	83,198 69		100,604 47
8	Grand Rapids, Holland & Chicago Ry.	337,875 14	216,273 05	121,602 09	643 81	122,245 90	14,210 00	93,563 78		107,773 78
9	Gogebie & Iron Counties Ry. & Light Co.	57,839 69	24,341 54	33,498 15	80,865 02	114,463 17	6,777 80	22,915 00	\$32,744 06	62,436 96
10	Houghton County Traction Co.	287,800 08	164,962 35	132,817 73	568 75	133,386 48	24,665 84	55,630 53		80,296 37
11	Lakewood Street Ry.									
12	Manistee Ry.	33,459 14	30,803 26	2,655 88		2,655 88	2,771 19	7,689 02	60 00	10,520 21
13	Michigan Ry.	271,769 03	167,362 13	104,406 90	44 05	104,450 95	6,369 53	61,685 75		68,065 28
14	Michigan United Traction Co.	1,799,043 07	1,035,091 34	763,951 73	20,683 05	784,634 78	61,523 00	67,820 88	b 649,900 00	779,345 88
15	Muskegon Traction & Lighting Co.	159,930 90	118,310 09	41,620 81	27,261 43	68,882 24	8,473 48	37,920 52		46,394 00
16	Saginaw-Bay City Ry.	633,429 98	401,738 94	231,691 04	4,870 75	236,561 79	29,265 34	139,016 00	6,317 01	174,598 35
17	Southern Michigan Ry.	203,735 18	111,488 86	92,246 32	259 53	92,505 65	8,281 92	60,794 91		69,076 83
18	Toledo, Ann Arbor & Jackson R. R.	18,093 76	22,606 64	4,512 88	240 00	4,752 88	144 01	22,500 00		69,144 01
19	Toledo, Ottawa Beach & Northern Ry.	98,759 96	74,185 57	24,574 39	2,158 89	26,733 28	1,317 21	22,500 00		23,817 21
20	Toledo & Western R. R.	357,969 88	278,034 85	79,935 03		79,935 03	17,490 00	111,250 00		128,740 00
	Total.	\$17,319,953 63	\$11,632,156 63	\$5,687,797 00	\$581,056 77	\$6,268,853 77	\$608,106 11	\$2,537,678 24	\$689,021 07	\$3,894,805 42

a This shows income of Saginaw & Flint Ry. to May 1, 1914 and of Michigan Ry., its successor, subsequent to that time.  
b This includes \$619,900.00 applied as interest on Michigan United Railway bonds and \$130,000.00 applied as dividends on M. U. R. stock.  
In this table debit or reverse items are shown in italic type.

TABLE NO. 7.—INCOME ACCOUNT—OPERATING COMPANIES.—Continued.

Number.	Railways.	Net income or loss.	Disposition of net income.		Surplus or deficit for year.	Surplus or deficit at beginning of year.	Profit and loss adjustments during year.		Surplus or deficit at close of year.
			Reserves and special charges.	Dividends.			Credit.	Debit.	
1	Benton Harbor, St. Joe Ry. & Light Co.	\$38,128 74	\$7,072 08	\$24,000 00	\$7,056 66	\$32,593 86			\$37,097 27
2	Detroit, Jackson & Chicago Ry.	\$2,582 31			\$2,582 31	\$1,470 42	\$41,763 48	\$2,553 25	15,669 85
3	Detroit, Mack & Toledo Short Line Ry.	149,088 43		151,061 24	\$ 872 81	\$4,376 94			51,504 13
4	Detroit & Port Huron Shore Line Ry.	107,280 84		76,021 40	31,239 35	10,153 00			41,292 35
5	Detroit United Ry.	1,804,225 95		748,564 00	1,054,261 95	5,630,454 77	6,505 61	646,763 48	6,044,458 85
6	Escanaba Traction Co.	32,709 58		2,500 00	30,209 58	86,874 64			117,084 22
7	Grand Rapids, Grand Haven & Muskegon Ry.	54,243 63	11,345 40	42,000 00	30,898 23	13,839 25		1,681 20	13,058 28
8	Grand Rapids, Holland & Chicago Ry.	14,472 12	14,472 12						
9	Gogebic & Iron Counties Ry. & Light Co.	52,026 31	15,500 68	7,000 00	29,435 63	42,296 28			71,731 91
10	Houghton County Traction Co.	53,090 11	11,510 00	49,332 00	8,357 89	91,203 51		40 00	82,511 62
11	Lakewood Street Ry.	7,861 35			7,861 35				7,861 35
12	Manistee Ry.	36,395 67		115,000 00	78,604 35	113,652 72			4,368 25
13	Michigan Ry.	5,288 90		56,971 00	51,682 10	28,459 90		30,719 14	23,822 80
14	Michigan United Traction Co.								
15	Muskegon Traction & Lighting Co.	22,488 24	18,000 00	3,780 00	708 24	153,689 16		22 06	154,345 34
16	Saginaw Bay City Ry.	61,963 44		104,000 00	42,036 56	46,069 01		2,216 00	1,818 45
17	Southern Michigan Ry.	23,428 82			23,428 82	68,048 36	2,676 69		94,153 87
18	Toledo, Ann Arbor & Jackson R. R.	7,416 86			7,416 86				14,176 89
19	Toledo, Ottawa Beach & Northern Ry.	2,906 07			2,106 07	7,434 15			10,340 22
20	Toledo & Western R. R.	42,804 97			48,804 97	291,091 29		762 75	\$40,658 01
	Total.	\$2,374,048 35	\$77,950 28	\$1,383,129 73	\$912,928 34	\$6,053,593 84	\$50,945 78	\$684,757 88	\$6,332,710 08

bThis dividend was declared by Saginaw &amp; Flint Ry. prior to transfer.

cThis item was a distribution of assets of Saginaw and Flint Ry. May 1, 1914, to stockholders of the Saginaw &amp; Flint Ry.

TABLE NO. 8.—OPERATING EXPENSES.—RECAPITULATION.

Number.	Railways.	Way and structures.	Equipment.	Traffic.	Conducting transportation.	General and miscellaneous.	Total operating expenses.	Ratio of operating expenses to operating revenues, per cent.
1	Benton Harbor, St. Joe Ry. & Light Co.	\$36,265 12	\$24,062 48	\$6,350 36	\$117,737 12	\$27,892 51	\$212,307 59	77 80
2	Detroit, Jackson & Chicago Ry.	117,470 98	45,431 28	3,440 77	281,679 13	62,334 16	510,356 32	71 73
3	Detroit, Monroe & Toledo Short Line Ry.	61,753 18	42,962 80	3,208 18	175,397 75	86,379 30	369,701 21	52 34
4	Detroit & Port Huron Shore Line Ry.	170,259 25	70,134 93	5,342 79	303,958 93	80,413 05	630,108 95	69 49
5	Detroit United Ry.	1,054,051 79	805,868 48	60,854 63	4,201,853 86	875,895 75	6,998,524 51	70 25
6	Escanaba Traction Co.	7,667 52	15,000 05		28,524 10	7,680 05	58,961 72	44 70
7	Grand Rapids, Grand Haven & Muskegon Ry.	24,341 67	27,060 44	6,483 82	103,617 48	55,464 30	216,967 71	58 42
8	Grand Rapids, Holland & Chicago Ry.	28,867 97	23,265 37	13,348 88	118,073 09	32,717 74	216,273 05	64 02
9	Gogebic & Iron Counties Ry. & Light Co.	3,214 61	4,111 96	175 00	16,599 97	240 00	24,341 54	42 01
10	Houghton County Traction Co.	25,513 67	12,154 31	3,842 75	82,623 26	30,848 36	154,982 35	53 70
11	Lakewood St. Ry.				481 87	184 83	666 70	
12	Manistee Ry.	3,267 99	1,763 20	1,418 33	19,997 89	4,355 85	30,803 26	92 06
13	Michigan Ry.	12,206 71	11,224 50	809 70	100,739 79	42,381 43	167,362 13	61 58
14	Michigan United Traction Co.	81,456 28	120,051 40	15,446 90	690,829 66	127,307 10	1,085,091 34	57 54
15	Muskegon Traction & Lighting Co.	11,754 76	15,228 54		75,448 68	15,878 11	118,310 09	73 98
16	Saginaw-Bay City Ry.	28,739 71	37,351 20	2,301 19	253,036 81	80,310 03	401,738 94	63 42
17	Southern Michigan Ry.	8,031 08	11,549 47	431 15	60,337 95	31,139 21	111,488 86	54 72
18	Toledo, Ann Arbor & Jackson R. R.	8,838 20	3,063 40	825 45	9,765 09	114 50	22,606 64	124 92
19	Toledo, Ottawa Beach & Northern Ry.	12,243 47	171 43	6,542 34	25,705 66	29,532 67	74,195 57	75 10
20	Toledo & Western R. R.	50,191 06	28,067 76	5,666 71	137,052 45	57,056 87	278,034 85	77 90
	<b>Total.</b>	<b>\$1,746,135 02</b>	<b>\$1,298,613 00</b>	<b>\$136,488 95</b>	<b>\$6,803,460 54</b>	<b>\$1,648,125 82</b>	<b>\$11,632,823 33</b>	<b>67 16</b>

aIncludes operating expenses of Saginaw & Flint Ry. July 1, 1913, to May 1, 1914, Michigan Ry. Co. succeeded S. & F. Ry. on May 1, 1914.

TABLE NO. 9.—BALANCE SHEET.—ASSETS.

Number.	Railways.	Cost of road and equipment, including general expenditures.	Cost of road, etc., leased lines.	Other permanent investments.	Cash and current assets.	Other assets.	Deficit.	Grand total.
1	Benton Harbor, St. Joe Ry. & Light Co.	\$2,486,286 57	\$6,530 77	\$600 00	\$83,675 04	\$159,478 51		\$2,746,570 89
2	Detroit, Jackson & Chicago Ry.	4,611,632 58			500 00	227,850 10	\$15,289 25	4,855,271 93
3	Detroit, Monroe & Toledo Short Line Ry.	5,683,486 70			36,344 78			5,729,831 48
4	Detroit & Port Huron Shore Line Ry.	5,791,079 51			89,346 72			5,880,426 23
5	Detroit United Ry.	41,561,498 86		5,304,133 19	3,183,986 95	217,453 25		50,267,072 25
6	Escanaba Traction Co.	914,490 57		562,516 38	18,441 88			1,485,448 83
7	Grand Rapids, Grand Haven & Muskegon Ry.	2,845,672 41		550,643 28	47,622 43			2,943,938 12
8	Grand Rapids, Holland & Chicago Ry.	3,367,949 73		595,000 00	33,524 07			3,996,473 80
9	Gogebic & Iron Counties Ry. & Light Co.	805,228 56		2,697 50	30,547 94	120,678 89		939,052 89
10	Houghton County Traction Co.	2,220,984 88		37,615 00	68,203 94	5,245 29		2,332,049 11
11	Michigan United Ry.	19,157,390 45		924,000 00	1,994 23	414,347 86		20,497,702 54
12	Manistee Ry.	223,493 14			3,794 29		12,944 72	240,132 15
13	Michigan Ry.	12,435,782 06	1,382,200 69		1,225,868 87	5,950,000 00		19,611,650 93
14	Michigan United Traction Co.				526,812 17	206,628 82	23,222 20	2,141,863 88
15	Muskegon Traction & Lighting Co.	1,707,238 33		37,000 00	43,881 76			1,788,120 09
16	Saginaw-Bay City Ry.	5,154,464 05			106,338 68	105,932 83		5,366,735 56
17	Southern Michigan Ry.	3,280,830 68			11,188 35	71,602 97		3,433,622 00
18	Toledo, Ann Arbor & Jackson R. R.	336,463 51		70,000 00	1,755 81		4,416 89	342,636 21
19	Toledo, Ottawa Beach & Northern Ry.	2,100,800 27			92,024 03			2,192,824 30
20	Toledo & Western R. R.	4,116,973 26		500 00	76,668 13		340,659 01	4,534,800 40
	Total	\$118,821,716 12	\$1,388,731 46	\$7,584,605 35	\$5,652,520 07	\$7,482,218 52	\$396,432 07	\$141,326,223 59

aConstruction accounts.



TABLE NO. 9.—BALANCE SHEET—LIABILITIES.—Concluded.

Number	Railways.	Capital stock.	Funded debt.	Current liabilities.	Accrued liabilities.	Miscellaneous.	Reserves.	Surplus.	Grand total.
1	Benton Harbor, St. Joe Ry. & Light Co.	\$1,200,000 00	\$1,380,000 00	\$106,640 29	\$12,833 33	\$10,000 00	\$78,496 80	\$37,097 27	\$2,746,570 89
2	Detroit, Jackson & Chicago Ry.	25,000 00	4,000,000 00		84,826 60	666,948 53	41,113 85	51,504 13	4,855,271 93
3	Detroit, Monroe & Toledo Short Line Ry.	2,581,000 00	2,941,000 00			115,213 50	47,884 17	41,392 35	5,729,831 48
4	Detroit & Port Huron Shore Line Ry.	2,000,000 00	2,890,000 00	30,935 41	11,175 00	829,089 30	3,313,873 82	6,044,458 85	5,850,426 23
5	Detroit United Rys.	12,500,000 00	24,950,000 00	3,305,341 74	153,397 84				50,267,072 25
6	Escanaba Traction Co.	500,000 00	790,000 00	69,500 41	6,211 55		12,652 65	117,084 22	1,495,448 83
7	Grand Rapids, Grand Haven & Muskegon Ry.	1,200,000 00	1,500,000 00	192,458 90	13,463 18	607 58	24,352 18	13,066 28	2,943,938 12
8	Grand Rapids, Holland & Chicago Ry.	1,324,700 00	2,050,000 00	577,240 87			44,532 93	3,996,473 80	3,996,473 80
9	Gogebic & Iron Counties Ry. & Light Co.	390,000 00	458,300 00	20,135 28		3,904 46	14,981 24	71,731 91	959,052 89
10	Houghton County Traction Co.	957,200 00	1,141,000 00	23,796 23	14,717 26	2,800 35	109,723 65	82,811 62	2,332,049 11
11	Michigan United Ry.	7,000,000 00	11,322,000 00	1,783,462 17				392,240 37	20,497,702 54
12	Manistee Ry.	100,000 00	60,000 00	78,541 38	1,700 00	109 85			240,132 15
13	Michigan Ry.	3,000,000 00	11,258,000 00	3,048,997 19	27,983 41	b2,272,007 75	293 33	4,369 25	19,611,650 93
14	Michigan United Traction Co.	100,000 00		1,664,773 47	245,295 90		131,794 51		2,141,863 88
15	Muskegon Traction & Lighting Co.	700,000 00	600,000 00	162,706 45	18,568 30		152,500 00	154,345 34	1,788,120 09
16	Saginaw-Bay City Ry.	2,600,000 00	2,000,000 00	736,692 37	53,982 57		25,755 83	1,816 45	5,366,735 56
17	Southern Michigan Ry.	2,000,000 00	1,220,000 00	96,206 39	24,292 79		1,031 05	94,153 87	3,433,622 00
18	Toledo, Ann Arbor & Jackson R. R.	300,000 00		42,636 21					342,636 21
19	Toledo, Ottawa Beach & Northern Ry.	1,500,000 00	450,000 00	220,834 41	4,241 43	4,327 82	3,080 42	10,340 22	2,192,834 30
20	Toledo & Western R. R.	2,000,000 00	2,000,000 00	520,692 77	14,107 63				4,534,800 40
	Total	\$41,977,900 00	\$71,010,300 00	\$12,681,591 94	\$686,796 79	\$3,904,790 06	\$3,948,442 67	\$7,116,402 13	\$141,326,223 59

bThus includes item of \$2,273,560.78 to Michigan Ry. Engineering Co. on construction contract. Reverse items are shown in *italic type*.

TABLE NO. 10.—MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS.

Number.	Railways.	Car mileage.			Car hours.			Regular fare passengers carried.	Revenue transfer passengers carried.
		Passenger car mileage.	Freight, mail and express car mileage.	Total car mileage.	Passenger car hours.	Freight, mail and express car hours.	Total car hours.		
1	Benton Harbor, St. Joe Ry. & Light Co.	1,203,157	73,790	1,276,947	123,169	9,353	132,522	3,237,107	147,528
2	Detroit, Jackson & Chicago Ry.	1,887,229	219,133	2,106,362	119,461	31,166	150,617	3,627,731	
3	Detroit, Monroe & Toledo Short Line Ry.	1,225,269	234,752	1,460,021	61,108	26,268	87,376	2,283,472	
4	Detroit & Port Huron Shore Line Ry.	2,524,252	197,768	2,722,020	192,046	36,471	228,517	6,404,162	
5	Detroit United Ry.	37,768,334	641,894	38,410,228	3,988,051	88,339	4,076,390	233,118,075	
6	Escanaba Traction Co.	308,544	1,250	309,794	37,710	352	38,062	1,004,546	44,976
7	Grand Rapids, Grand Haven & Muskegon Ry.	667,288	203,286	890,574	55,439	15,878	71,317	1,137,973	
8	Grand Rapids, Holland & Chicago Ry.	675,072	234,244	909,316	50,011	23,569	73,580	1,591,220	
9	Gogebic & Iron Counties Ry. & Light Co.	178,850		178,850	26,280		26,280	1,167,434	
10	Houghton County Traction Co.	806,461		806,461	79,617		79,617	5,640,439	
11	Lakewood Street Ry.	967	258	1,225	64	30	94	1,041	
12	Manistee Ry.	153,862		153,862	31,024		31,024	665,916	5,081
13	Michigan Ry.	502,953	46,584	549,537	30,940	7,468	38,408	927,325	7,088
14	Michigan United Traction Co.	6,044,872	222,835	6,267,707	612,107	21,294	633,401	24,067,025	3,508,015
15	Muskegon Traction & Lighting Co.	742,068	12,910	754,998	89,977	1,565	91,542	3,313,698	
17	Saginaw-Bay City Ry.	2,665,196	16,765	2,681,961	298,649	2,736	301,385	12,200,718	13,659
18	Southern Michigan Ry.	417,040	55,595	472,635	19,972	3,273	23,245	937,872	
20	Toledo, Ottawa Beach & Northern Ry.	398,077		398,077				1,466,166	
21	Toledo & Western R. R.	669,687	183,867	853,554				880,893	
	Total.	58,859,198	2,344,931	61,204,129	5,815,615	267,762	6,083,377	303,691,833	3,826,347

<sup>a</sup>Operated up to May 1, 1914, as Saginaw & Flint Ry. Statistics are for entire year.

TABLE NO. 10.—MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS.—Continued.

Number.	Railways.	Total revenue passengers carried.	Free transfer passengers carried.	Total passengers carried.	Passenger revenue.	Average fare revenue passengers.	Average fare all passengers (including transfer passengers).	Total revenue from transportation.	Revenue from transportation per car mile.	Revenue from transportation per car hour.
1	Benton Harbor, St. Joe Ry. & Light Co.	3,484,635	20,576	3,505,211	\$225,200 47	\$ .06462	\$ .06424	\$281,754 63	\$ 20498	\$1.97517
2	Detroit, Jackson & Chicago Ry.	3,627,731	19,075	3,646,806	559,205 27	.15417	.15337	694,475 23	32976	4.61138
3	Detroit, Monroe & Toledo Short Line Ry.	2,283,472	103	2,283,575	541,083 20	.23696	.23700	677,719 72	46419	7.75987
4	Detroit & Port Huron Shore Line Ry.	6,404,162	386,419	6,790,581	743,656 85	.11456	.10852	892,936 50	32804	3.90781
5	Detroit United Ry.	233,118,075	81,383,407	314,501,482	9,470,454 25	.04062	.03011	9,826,297 57	25582	2.41076
6	Escanaba Traction Co.	1,049,522	42,532	1,092,054	75,118 27	.07157	.06878	80,051 18	25640	2.10317
7	Grand Rapids, Gd. Haven & Muskegon Ry.	1,137,973	.....	1,137,973	272,900 37	.23981	.23981	367,748 54	41293	5.15653
8	Grand Rapids, Holland & Chicago Ry.	1,591,220	.....	1,591,220	251,713 33	.15820	.....	332,319 15	37160	4.59000
9	Gogebic & Iron Counties Ry. & Light Co.	1,167,434	.....	1,167,434	57,939 69	.40960	.....	57,939 69	32400	2.20470
10	Houghton County Traction Co.	5,640,439	202,526	5,842,965	282,158 66	.05002	.04829	285,996 98	35463	3.59595
11	Lakewood Street Ry.	1,041	.....	1,041	156 20	.15000	.....	281 33	22148	2.99287
12	Manistee Ry.	670,997	.....	670,997	32,671 80	.04869	.....	32,921 80	21397	1.05117
13	Michigan Ry.	934,413	.....	934,413	235,947 85	.25443	.25250	270,451 38	49214	7.04150
14	Michigan United Traction Co.	27,595,040	.....	27,595,040	1,657,042 02	.06900	.06000	1,777,106 18	28000	2.81000
16	Muskegon Traction & Lighting Co.	3,313,698	463,749	3,807,447	154,097 96	.04649	.04047	155,883 16	20647	1.70286
17	Saginaw-Bay City Ry.	12,200,718	2,924,141	15,124,859	595,101 98	.04877	.03937	605,694 40	22489	2.01000
18	Southern Michigan Ry.	951,531	18,389	969,920	175,124 90	.18672	.18519	202,674 14	42882	8.71904
20	Toledo, Ottawa Beach & Northern Ry.	1,465,186	63,315	1,528,501	94,364 02	.06440	.06173	98,296 27	24693	.....
21	Toledo & Western R. R.	1,880,893	.....	1,880,893	193,381 49	.21953	.21953	342,699 78	40150	.....
	Total.	307,518,180	85,554,232	393,072,412	\$15,617,318 58	\$ .05079	\$ .03973	\$16,963,247 63	\$ 27716	\$2.71597

TABLE NO. 10.—MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS.—Concluded.

Number.	Railways.	Total revenue from operations other than transportation.	Revenue from operations other than transportation per car mile.	Revenue from operations other than transportation per car hour.	Total operating revenues.	Operating revenues per car mile.	Operating revenues per car hour.	Total operating expenses.	Operating expenses per car mile.	Operating expenses per car hour.
1	Benton Harbor, St. Joe Ry. & Light Co.	\$11,121 44	\$ .06871	\$ .08392	\$272,876 07	\$ 21369	\$2,05910	\$212,307 59	\$ 16626	\$ 1,60205
2	Detroit, Jackson & Chicago Ry.	16,958 96	.06805	.11260	711,434 19	33781	4,72899	510,356 32	24233	3,38882
3	Detroit, Monroe & Toledo Short Line Ry.	25,857 10	.01771	.29594	703,576 82	48190	8,05283	360,701 21	25322	4,23143
4	Detroit & Port Huron Shore Line Ry.	13,784 68	.00506	.06033	906,721 18	33310	3,96814	630,108 95	23148	2,75758
5	Detroit United Ry.	136,045 20	.00354	.03338	9,962,342 77	25936	2,44414	6,998,524 51	18220	1,71700
6	Escanaba Traction Co.	51,694 73	.16687	1,35817	131,745 91	42527	3,46135	58,961 72	19032	1,54909
7	Grand Rapids, Gd. Haven & Muskegon Ry.	3,702 34	.00416	.05191	371,450 88	41700	5,20845	216,967 71	24362	3,04230
8	Grand Rapids, Holland & Chicago Ry.	5,555 99	.00610	.08000	337,875 14	37770	4,67000	216,273 05	23780	2,94000
9	Gogebie & Iron Counties Ry. & Light Co.	1,803 10	.00223	.02260	57,939 69	32400	2,20470	24,341 54	13610	83380
10	Houghton County Traction Co.	1,803 10	.00223	.02260	287,800 08	35688	3,61479	154,982 35	19217	1,94571
11	Lakewood Street Ry.	3 73	.....	.....	285 06	22148	2,99287	666 70	54425	7,09255
12	Manistee Ry.	537 34	.00349	.01732	33,459 14	21746	1,07849	30,803 26	20020	99288
13	Michigan Ry.	1,317 65	.00239	.03430	271,769 03	49454	7,07580	167,362 13	30455	4,35740
14	Michigan United Traction Co.	21,936 89	.00300	.03000	1,799,043 07	28000	2,87000	1,035,091 34	16500	1,63000
16	Muskegon Traction & Lighting Co.	4,047 74	.00536	.04422	159,930 90	21183	1,74707	118,310 09	15672	1,29241
17	Saginaw-Bay City Ry.	27,735 58	.01030	.09000	633,429 98	23340	3,10	401,738 94	14800	1,33000
18	Southern Michigan Ry.	1,061 04	.00224	.04565	203,735 18	43106	8,76480	111,488 86	23568	4,79925
20	Toledo, Ottawa Beach & Northern Ry.	1,463 69	.00116	.....	98,759 96	24809	.....	74,195 57	18638	.....
21	Toledo & Western R. R.	15,270 10	.00179	.....	357,969 88	41939	.....	278,034 85	32574	.....
	Total.	\$338,897 30	\$ .00554	\$ .05312	\$17,302,144 93	\$ 28270	\$2,76909	\$11,610,216 69	\$ 18970	\$1,85015

TABLE NO. 11.—EMPLOYEES AND SALARIES.

Number.	Railways.	General administration.		Maintenance.		Transportation.		Total employees.	Aggregate of salaries paid.
		General officers.	General office clerks.	Superintendents.	Other employees.	Superintendents.	Other employees.		
1	Benton Harbor, St. Joe Ry. & Light Co.	4	6	3	116	2	102	333	\$142,897 25
2	Detroit, Jackson & Chicago Ry.			2	159	2	182	345	228,884 52
3	Detroit, Monroe & Toledo Short Line Ry.			2	107	1	114	224	138,273 63
4	Detroit & Fort Huron Shore Line Ry.			2	222	3	251	478	325,949 60
5	Detroit United Ry.	25	200	3	2,314	20	3,781	6,343	4,273,988 18
6	Escanaba Traction Co.			1	18	1	17	41	30,716 51
7	Grand Rapids, Grand Haven & Muskegon Ry.	2	2	2	74	1	100	188	119,142 81
8	Grand Rapids, Holland & Chicago Ry.	4	10	2	199	1	104	319	138,836 24
9	Gogebic & Iron Counties Ry. & Light Co.	2	3	2	9	1	15	32	not reported.
10	Houghton County Traction Co.	12	3	1	92	2	52	162	110,665 93
11	Lakewood Street Ry.	2		2	13		2	19	
12	Maunsee Ry.	5	4		3		14	27	12,000 00
13	Michigan Ry.	10	5	4	182	3	39	243	75,000 00
14	Michigan United Traction Co.	9	76	3	383	11	473	955	783,237 16
15	Muskegon Traction & Lighting Co.	5	3	1	27	1	79	116	70,802 51
16	Saginaw-Bay City Ry.	10	10	2	176	5	235	447	200,000 00
17	Southern Michigan Ry.	3	4	1	25	1	21	55	38,782 72
18	Toledo, Ottawa Beach & Northern Ry.			1	4		30	38	28,354 33
19	Toledo & Western R. R.	4	8	2	60		125	203	128,639 51
20									
21									
	Total	100	350	36	4,183	60	5,736	10,468	\$6,861,140 90

TABLE NO. 12.—DESCRIPTION OF EQUIPMENT—PASSENGER CARS.

Number.	Railways.	With electrical equipment.				Without electrical equipment.				Total passenger cars.
		Closed cars.	Open cars.	Com- bination cars.	Total.	Closed cars.	Open cars.	Com- bination cars.	Total.	
1	Benton Harbor, St. Joe Ry. & Light Co.	30	12		42	2			2	44
2	Detroit, Jackson & Chicago Ry.	34	3		37					37
3	Detroit, Monroe & Toledo Short Line Ry.	29			29					29
4	Detroit & Port Huron Shore Line Ry.	54	28		82					82
5	Detroit United Ry.	1,290	188		1,478					1,478
6	Escanaba Traction Co.	11			11	4			4	15
7	Grand Rapids, Grand Haven & Muskegon Ry.	16	2	3	21					21
8	Grand Rapids, Holland & Chicago Ry.	16	5		21					21
9	Gogebic & Iron Counties Ry. & Light Co.	9			9					9
10	Houghton County Traction Co.	24			24					24
11	Lakewood Street Ry.									4
12	Manistee Ry.	14	2		16		9		9	25
13	Michigan Ry.	12			12					12
14	Michigan United Traction Co.	167	35		202	4			4	206
15	Muskegon Traction & Lighting Co.	19	4	1	24	5	17		22	46
16	Saginaw-Bay City Ry.	66	17		83					105
17	Southern Michigan Ry.	12	1		13		22		22	13
18	Toledo, Ann Arbor & Jackson R. R.					1			1	1
19	Toledo, Ottawa Beach & Northern Ry.									
20	Toledo & Western R. R.	14			14					14
Total		1,817	297	4	2,118	16	48		64	2,186

aOperated by gas motors.

bOperated by steam.

TABLE NO. 12.—DESCRIPTION OF EQUIPMENT.—Continued.

Number.	Railways.	Freight cars.		With electric equipment.					Total.
		With electric equipment.	Without electric equipment.	Express cars.	Baggage cars.	Snow plows.	Sweepers.	Total.	
1	Benton Harbor, St. Joe Ry. & Light Co.	4	22	26			2	2	2
2	Detroit, Jackson & Chicago Ry.				5			5	5
3	Detroit, Monroe & Toledo Short Line Ry.				4			4	4
4	Detroit & Port Huron Shore Line Ry.				8			8	8
5	Detroit United Ry.	47		47					
6	Escanaba Traction Co.	9		9		1		1	1
7	Grand Rapids, Grand Haven & Muskegon Ry.				12	1		13	13
8	Grand Rapids, Holland & Chicago Ry.	4	26	30					
9	Gogebic & Iron Counties Ry. & Light Co.	1		1		2		2	2
10	Houghton County Traction Co.					7		7	7
11	Lakewood Street Ry.		2	2					
12	Manistee Ry.								
13	Michigan Ry.	2		2					
14	Michigan United Traction Co.				9		6	15	15
15	Muskegon Traction & Lighting Co.	1	1	2		1		1	1
16	Saginaw-Bay City Ry.								
17	Southern Michigan Ry.	1	1	2		2	2	4	4
18	Toledo, Ann Arbor & Jackson R. R.	3		3					
19	Toledo, Ottawa Beach & Northern Ry.		2	2					
20	Toledo & Western R. R.		120	120	4			4	4
Total.		72	174	246	38	4	16	10	68

TABLE NO. 12.—DESCRIPTION OF EQUIPMENT.—Concluded.

Number.	Railways.	Work cars.			Miscellaneous cars.			Total cars—all classes.		
		With electric equipment.	Without electric equipment.	Total.	With electric equipment.	Without electric equipment.	Total.	With electric equipment.	Without electric equipment.	Total.
1	Benton Harbor, St. Joe Ry. & Light Co.	1		1	5		5	54	24	78
2	Detroit, Jackson & Chicago Ry.	5	23	28				47	27	70
3	Detroit, Monroe & Toledo Short Line Ry.	3	57	60	1		1	37	57	94
4	Detroit & Fort Huron Shore Line Ry.	8	33	41				38	33	131
5	Detroit United Ry.	142		142	11		11	1,678		1,678
6	Escanaba Traction Co.	1		1				22	4	26
7	Grand Rapids, Grand Haven & Muskegon Ry.	1	31	32		4	4	35	5	40
8	Grand Rapids, Holland & Chicago Ry.	4		4		6	6	29	33	62
9	Georgie & Iron Counties Ry. & Light Co.		3	3				12	3	15
10	Houghton County Traction Co.					10	10	31	10	41
11	Lakewood Street Ry.								17	17
12	Manistee Ry.	2	1	3				18	10	28
13	Michigan Ry.		15	15				16	16	32
14	Michigan United Traction Co.	9	10	19	2		2	228	19	247
15	Muskegon Traction & Lighting Co.	2	2	4				28	23	53
16	Saginaw-Bay City Ry.	4		4				92	23	115
17	Southern Michigan Ry.	1		1				19		19
18	Toledo, Ann Arbor & Jackson R. R.					1	1		4	4
19	Toledo, Ottawa Beach & Northern Ry.									none
20	Toledo & Western R. R.	1		1	4	5	9	23	125	148
Total		184	146	330	25	26	51	2,467	421	2,888

aPile driver.  
bIncludes a baggage car without electric equipment.  
cIncludes one snow plow without electrical equipment.  
dIncludes five express cars.



TABLE NO. 13—FATAL AND INJURIOUS ACCIDENTS TO PERSONS.

Number.	Railways.	Passengers.			Employees.			Other persons.			Grand total.	
		Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.
1	Benton Harbor, St. Joe Ry. & Light Co.								1	1		1
2	Detroit, Jackson & Chicago Ry.		54	54		5	5		22	27	5	81
3	Detroit, Monroe & Toledo Short Line Ry.		34	34		11	11		6	17	7	81
4	Detroit & Fort Huron Shore Line Ry.		59	59	1	11	12		11	19	9	81
5	Detroit United Ry.	3	56	59		9	9		31	40	12	96
6	Escanaba Traction Co.			none			none			none		
7	Grand Rapids, Grand Haven & Muskegon Ry.										none	none
8	Grand Rapids, Holland & Chicago Ry.								3	4	1	3
9	Gogebic & Iron Counties Ry. & Light Co.										none	none
10	Houghton County Traction Co.		3	3		6	6		2	3	1	11
12	Marquette Ry.		1	1								1
13	Michigan Ry.	1	9	10		1	3		0	2	5	10
14	Michigan United Traction Co.		86	86	2	3	5		58	66	10	147
15	Muskegon Traction & Lighting Co.								1	1	1	
16	Saginaw-Bay City Ry.	5	123	128	2	37	39		24	24	7	184
17	Southern Michigan Ry.		3	3					2	2		5
18	Toledo, Ann Arbor & Jackson R. R.			none			none			none	none	none
19	Toledo, Ottawa Beach & Northern Ry.		13	13		2	2		8	8		23
20	Toledo & Western R. R.		33	33		13	13		11	12	1	37
	Total.	9	474	483	7	98	105	43	179	222	59	751

Includes those incident to operation of Saginaw &amp; Flint Ry. July 1, 1913 to May 1, 1914.



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STATISTICS  
EXPRESS COMPANIES

FOR THE  
YEAR ENDING JUNE 30, 1914.

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TABLE NO. 1.—MILEAGE COVERED.

Number.	Name of company.	Mileage and class of carrier—Entire lines.						Mileage covered in outside operations.		Grand total, entire system.
		Steam road.	Electric lines.	Steamboat lines.	Stage lines.	Miscellaneous lines.	Total.	Ocean going mileage.	Mileage in foreign countries.	
E 23	Adams Express Company.....	33,800.26	698.68	3,857.00	27.00	.....	38,382.94	.....	.....	38,382.94
E 24	American Express Company (including National Express Company).....	57,820.70	1,062.38	898.50	.....	7.00	59,788.58	.....	.....	59,788.58
E 25	Canadian Express Company.....	257.02	.....	.....	.....	.....	257.02	.....	10,019.51	10,276.53
E 26	United States Express Company.....	28,064.12	2,453.67	.....	.....	.....	30,517.79	.....	224.84	30,742.63
E 27	Wells, Fargo & Company.....	62,146.67	2,845.03	5,562.87	847.68	a 25,467.52	96,869.77	30,717.00	2,147.59	129,734.36
E 28	Western Express Company.....	5,163.66	6.60	4.00	.....	.....	5,174.26	.....	.....	5,174.26
	Total.....	187,252.43	7,066.36	10,322.37	874.68	25,474.52	230,990.36	30,717.00	12,391.94	274,099.30

aCoastwise steamers, U. S., Canada and Mexico.  
 bInland steamboat, U. S. and Great Lakes.

TABLE NO. 2.—CAPITAL STOCK—ENTIRE LINE.

Number.	Name of company.	Number of shares authorized.	Par value of one share.	Total par value authorized.	Total par value outstanding.	Total par value held by respondent corporation.		Total par value not held by respondent corporation.	Dividends declared during year.	
						In treasury.	In sinking or other funds.		Rate, per cent.	Amount.
E 23	Adams Express Company.....	120,000	\$100 00	\$12,000,000 00	\$12,000,000 00	\$1,916,000	.....	\$10,084,000 00	\$9.00 per share	\$907,560 00
E 24	American Express (including National Express) Company.....	180,000	100 00	18,000,000 00	18,000,000 00	481,000	.....	17,519,000 00	8%	1,400,800 00
E 25	Canadian Express Company.....	30,000	100 00	3,000,000 00	1,742,200 00	.....	.....	1,742,200 00	.....	.....
E 26	United States Express Company.....	100,000	100 00	10,000,000 00	10,000,000 00	.....	.....	10,000,000 00	8%	1,917,392 00
E 27	Wells, Fargo & Company.....	240,000	100 00	24,000,000 00	23,967,400 00	.....	.....	23,967,400 00	.....	.....
E 28	Western Express Company.....	1,000	100 00	100,000 00	50,000 00	.....	.....	50,000 00	.....	.....
	Total.....	671,000	.....	\$67,100,000 00	\$65,759,600 00	\$2,397,000	.....	\$63,362,600 00	.....	\$4,225,752 00

TABLE NO. 3.—OPERATING EXPENSES.

Number.	Name of company.	Maintenance.	Traffic expenses.	Transportation expenses.	General expenses.	Total operating expenses.	Ratio of operating expenses to operating revenue, per cent.
E 23	Adams Express Company .....	\$1,151,845 10	\$147,733 84	\$14,420,981 60	\$1,122,092 44	\$16,842,652 98	101.15
E 24	American (including National) Express Company .....	1,313,497 05	479,802 98	19,626,828 45	1,794,446 23	23,214,574 71	93.17
E 25	Canadian Express Company .....	42,680 12	14,718 43	1,481,043 96	123,421 81	1,661,834 32	
E 26	United States Express Company .....	494,033 25	141,701 63	9,236,244 49	606,856 15	10,478,835 52	105.60
E 27	Wells, Fargo & Company .....	674,677 48	354,490 56	12,505,743 53	1,065,179 18	14,600,080 75	90.98
E 28	Western Express Company .....	6,921 79	23,955 29	507,444 82	55,333 80	563,655 76	104.96
	<b>Total</b> .....	\$3,683,624 79	\$1,162,402 73	\$57,778,286 85	\$4,767,329 67	\$67,391,644 04	100.06

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TABLE NO. 4.—OPERATING REVENUES.

Number.	Name of company.	Revenue from transportation.			Revenue from operations other than transportation.				
		Express revenue.	Miscellaneous transportation revenue.	Total.	Customhouse brokerage fees.	Order and commission department.	Rent of buildings and other property.	Money orders—domestic.	Money orders—foreign.
E 23	Adams Express Company .....	\$33,042,809 68	\$199,812 57	\$33,242,622 25	\$122,107 05	\$1,411 20	\$3,728 07	\$80,941 29	\$803 41
E 24	American (including National) Express Company .....	42,959,467 33	42,959,467 33	42,959,467 33	638 97		46,433 22	331,679 40	
E 25	Canadian Express Company .....	3,341,982 54		3,341,982 54				64,871 11	
E 26	United States Express Company .....	19,342,493 24		19,342,493 24	13,160 38		18,753 47	77,119 96	801 97
E 27	Wells, Fargo & Company .....	31,276,561 05		31,276,561 05	2,518 10	6,554 47	10,329 98	188,039 83	6,031 85
E 28	Western Express Company .....	1,193,779 16	4,258 10	1,198,037 26	8,762 22	3 75		10,803 36	284 83
	<b>Total</b> .....	\$131,157,093 00	\$204,070 67	\$131,361,163 67	\$147,186 72	\$7,969 42	\$79,234 74	\$753,256 95	\$7,872 06

TABLE NO. 4.—OPERATING REVENUES.—Concluded.

Number.	Name of company.	Revenue from operations other than transportation.							Gross receipts from operations.
		Traveler's cheques—domestic.	Traveler's cheques—foreign.	"C. O. D." cheques.	Telegraphic transfers.	Letters of credit.	Other revenue financial—department.	Miscellaneous revenue.	Total.
E 23	Adams Express Company.....		a \$2,114 63	\$258,712 63			\$3,277 77	\$21,241 82	\$33,613,441 87
E 24	American (Including National) Express Company.....	\$10,836 49	42,845 49	356,708 02	\$7,339 22	\$2,751 23	1,002,247 31	219,143 42	2,143,482 05
E 25	Canadian Express Company.....		381 16	28,062 55	92 19		1,025 29	12,892 04	1,08,293 41
E 26	United States Express Company.....	790 44	525 75	163,276 10	339 56	105 94	21,596 17	980 51	297,450 25
E 27	Wells, Fargo & Company.....	b 22,732 19		335,879 10	3,999 90		6,320 03	586,371 66	31,892,932 71
E 28	Western Express Company.....	76 08		8,728 45	50		224 79	3,865 21	28,835 98
	<b>Total.</b>	\$34,436 20	\$46,367 03	\$1,151,466 95	\$11,761 37	\$2,857 17	\$1,034,601 36	\$258,123 00	\$3,535,222 97
									\$134,896,386 64

aIncludes domestic.

bForeign included.

TABLE NO. 5.—INCOME ACCOUNT.\*

Number.	Name of company.	Gross receipts from operations.	Express privileges—Dr.	Operating revenue.	Operating expenses.	Net operating revenue or deficit.	Outside operations.	
							Revenue.	Expenses.
E 23	Adams Express Company.....	\$33,613,441 87	\$17,532,431 79	\$16,081,010 08	\$18,842,652 98	\$761,648 90	\$173,986 63	\$238,857 25
E 24	American (Including National) Express Company.....	46,102,949 58	22,131,808 43	22,951,132 96	23,214,374 71	265,451 76		
E 25	Canadian Express Company.....	3,450,245 95	1,606,472 55	1,753,773 40	1,661,834 32	121,939 08	21,068 75	15,242 25
E 26	United States Express Company.....	19,639,943 49	9,716,447 29	9,923,496 20	10,478,835 52	555,359 29		
E 27	Wells, Fargo & Company.....	31,892,932 71	15,816,189 35	16,046,773 33	14,600,090 75	1,446,682 58	219,587 54	191,682 43
E 28	Western Express Company.....	1,226,873 24	601,285 53	565,587 71	593,655 76	28,068 06		
	<b>Total.</b>	\$134,896,386 64	\$67,544,602 97	\$67,351,763 67	\$67,391,644 04	\$39,860 37	\$414,642 92	\$445,781 93
								\$81,189 01



TABLE NO. 5.—INCOME ACCOUNT.—Continued.

Number.	Name of company.	Total net revenue or deficit.	Taxes accrued.	Operating income or loss.	Total other income.	Gross corporate income or loss.	Total deductions from gross corporate income.	Net corporate income or loss.	Disbursements for dividends.	Balance credit or debit for year.
E 23	Adams Express Company.....	\$386,515 52	\$208,742 58	\$1,080,256 10	\$1,806,310 61	\$776,054 51	\$927,339 13	\$151,284 62	.....	\$151,284 62
E 24	American (including National) Express Company.....	263,431 76	381,337 90	644,769 66	618,625 58	26,144 08	174,607 06	200,751 14	.....	200,751 14
E 25	Canadian Express Company.....	127,765 58	38,949 34	58,816 24	.....	88,516 24	.....	88,516 24	.....	88,516 24
E 26	United States Express Company.....	555,539 59	133,676 18	689,015 60	389,911 37	\$99,104 15	81,506 26	\$90,610 39	.....	\$90,610 39
E 27	Wells, Fargo & Company.....	1,474,587 69	402,428 02	1,072,161 67	1,286,295 58	2,335,457 25	13,861 90	2,344,556 35	\$1,917,392 00	427,263 35
E 28	Western Express Company.....	26,068 05	10,536 69	58,904 74	3,871 15	56,033 69	6,824 88	41,868 57	.....	41,868 57
	Total.....	\$70,999 38	\$1,170,968 71	\$1,241,968 09	\$4,105,014 29	\$2,863,046 20	\$1,204,139 33	\$1,658,906 87	\$1,917,392 00	\$268,485 13

\*Negative or reverse items such as deficit or loss appear in table in *italics*.  
 a Turned over to Grand Trunk Ry. Co.

TABLE NO. 6.—COMPARATIVE GENERAL BALANCE SHEET.—ASSETS.

Number.	Name of company.	Permanent and long term investments.				Working assets.	Accrued income not due.	Deferred debit items.	Grand total.
		Real property and equipment.	Securities.	Long term advances.	Miscellaneous.				
E 23	Adams Express Company.....	\$5,818,126 89	\$16,417,603 00	.....	\$30,835,955 05	\$13,975,559 26	\$322,760 90	\$620,425 11	\$67,990,339 22
E 24	American (including National) Express Co.....	11,691,452 30	288,781 50	.....	13,621,622 79	18,177,651 97	115,004 80	314,372 29	44,209,085 65
E 25	Canadian Express Company.....	447,888 13	.....	.....	b 1,291,042 10	529,988 65	.....	.....	2,268,868 88
E 26	United States Express Company.....	2,600,423 95	100,000 00	\$2,588,998 30	803,967 83	6,345,201 01	127,005 15	454,217 66	13,019,813 90
E 27	Wells, Fargo & Company.....	5,494,789 57	10,000 00	.....	2,291,741 04	28,843,414 16	347,201 99	1,517,720 89	38,474,887 40
E 28	Western Express Company.....	67,882 67	.....	.....	47,283 00	166,977 32	.....	53,766 51	335,910 50
	Total.....	\$26,120,743 51	\$16,816,394 50	\$2,588,998 30	\$48,861,513 87	\$68,038,792 37	\$911,981 84	\$2,960,501 16	\$166,293,915 55

b "Charter contracts, good will, etc."

TABLE NO. 8.—COMPARATIVE GENERAL BALANCE SHEET.—LIABILITIES.

Number.	Name of company.	Capital stock.	Long term debt.		Working liabilities.	Accrued liabilities not due.	Deferred credit items.	Appropriated surplus.	Profit and loss.	Grand total.
			Funded debt.	Obligations for long term advances received.						
E 23	Adams Express Company.....	\$12,000,000 00	\$36,000,000 00	\$855,172 88	\$7,044,568 73	\$272,358 84	\$114,782 70	\$4,793,892 50	\$6,909,563 57	\$67,990,339 22
E 24	American (including National) Express Company.....	18,000,000 00	.....	.....	19,526,065 61	164,408 06	642,682 42	.....	5,875,929 56	44,209,085 65
E 25	Canadian Express Company.....	1,742,200 00	.....	.....	326,698 88	.....	.....	.....	.....	2,268,898 88
E 26	United States Express Company.....	10,000,000 00	.....	.....	1,992,801 42	53,348 50	396,506 63	.....	607,157 35	13,019,813 50
E 27	Wells, Fargo & Company.....	23,967,400 00	.....	.....	6,410,520 98	992,530 86	173,109 84	.....	6,961,216 02	38,474,867 40
E 28	Western Express Company.....	30,000 00	.....	.....	198,709 10	3,171 84	9,037 06	50,000 00	22,992 51	335,910 50
	<b>Total.....</b>	<b>\$65,759,600 00</b>	<b>\$36,000,000 00</b>	<b>\$855,172 88</b>	<b>\$35,660,364 72</b>	<b>\$1,457,818 10</b>	<b>\$1,336,208 34</b>	<b>\$4,843,892 50</b>	<b>\$20,376,859 01</b>	<b>\$166,298,915 55</b>

Excess book value of securities deposited with trust companies over par value of Adams Express Company 4% collateral Trust bonds outstanding.

TABLE NO. 7.—STATISTICS OF FINANCIAL PAPER ISSUED.

Number.	Name of company.	Money orders sold—domestic.		Money orders sold—foreign.		Traveler's cheques sold—domestic.		Traveler's cheques—foreign.	
		Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.
E 23	Adams Express Company.....	1,236,339	\$11,704,472 13	7,456	\$184,985 59	302,175	\$6,679,480 00	32,494	\$622,940 00
E 24	American (including National) Express Company.....	5,196,003	46,209,601 89					956,332	23,040,460 00
E 25	Canadian Express Company.....	943,439	11,586,100 54					7,158	152,132 27
E 26	United States Express Company.....	a1,317,256	a11,755,909 11			b 32,765	b766,030 00		
E 27	Wells, Fargo & Company.....	2,648,159	27,538,939 02	11,205	187,044 89	c195,449	c4,600,083 52		
E 28	Western Express Company.....	212,928	2,041,206 67	1,160	24,651 20	1,589	26,060 00		
	Total.....	11,554,174	\$110,856,229 36	19,821	\$396,683 68	531,978	\$12,071,653 52	995,984	\$23,815,532 27
Number.	Name of company.	C. O. D. checks issued.		Telegraphic transfers.		Letters of credit issued.		Other forms of remittance paper issued.	
		Number.	Amount.	Number.	Amount.	Number.	Amount.	Number.	Amount.
E 23	Adams Express Company.....	1,120,461	\$14,725,803 19					170	\$4,910 73
E 24	American (including National) Express Company.....	1,569,720	22,413,761 79	4,864	\$1,530,382 00	1,514	\$3,909,527 48	1,560,547	272,082,768 55
E 25	Canadian Express Company.....	136,827	1,686,194 32	163	6,839 86			4,771	542,070 70
E 26	United States Express Company.....	746,904	9,326,803 42	360	72,905 62	4	16,070 50	e 4,930 {	d 1,833,076 98
E 27	Wells, Fargo & Company.....	1,512,523	20,612,886 61	5,216	571,997 33			e 20,665 {	e 485,809 24
E 28	Western Express Company.....	49,135	628,770 00					645	1,201,001 40
	Total.....	5,135,660	\$69,394,219 33	10,603	\$2,182,124 81	1,518	\$3,925,597 98	1,591,728	\$276,154,978 09

dForeign postal remittance.  
e { Limited foreign checks.  
Unlimited foreign checks.

aIncludes foreign.  
bIncludes foreign.  
cIncludes foreign.

TABLE NO. 7.—STATISTICS OF FINANCIAL PAPER ISSUED.—Concluded.

Number.	Name of company.	Total financial paper issued.		Express offices in United States June 30, 1914.	Express offices in United States at which money orders were on file June 30, 1914.
		Number.	Amount.		
E 23	Adams Express Company.....	2,396,970	\$27,243,111 64	6,000	4,860
E 24	American (including National) Express Company.....	9,591,155	375,845,981 71	7,856	7,127
E 25	Canadian Express Company.....	1,092,358	13,973,837 66	1,024	49
E 26	United States Express Company.....	2,102,309	24,256,504 87	.....	.....
E 27	Wells, Fargo & Company.....	4,393,217	54,731,054 77	7,223	6,135
E 28	Western Express Company.....	265,457	2,746,028 36	361	975
	Total.....	19,841,466	\$498,797,019 04	22,664	19,146

eNot shown in report.

TABLE NO. 8.—COMPARATIVE STATISTICS OF EQUIPMENT OWNED—JUNE 30, 1914.

Number.	Name of company.	Cars.		Office equipment.						Horses and other draft animals.	
				Four wheel trucks.		Office furniture and fixtures.		Office safes.			
		Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.
E 23	Adams Express Company.....			6,152	\$65,380 03		\$227,906 25	1,608	\$80,396 00	4,324	\$514,087 30
E 24	American (including National) Express Co.....			7,950	223,665 68	56,368	685,568 95	3,053	130,842 50	5,064	779,697 75
E 25	Canadian Express Company.....			663	11,475 00		22,741 28	299	13,850 00	372	57,835 39
E 26	United States Express Company.....			4,286	120,029 19		167,741 22	1,785	97,898 31	3,322	751,154 54
E 27	Wells, Fargo & Company.....	155	\$490,033 00	10,892	138,718 42		385,724 80	4,573	181,298 85	3,836	484,245 60
E 28	Western Express Company.....			365	12,740 03		13,528 79	62	8,711 86	77	18,740 25
	Total.....	155	\$490,033 00	30,308	\$572,008 35	56,368	\$1,603,211 29	11,380	\$512,967 52	16,995	\$2,602,760 83

TABLE NO. 8.—COMPARATIVE STATISTICS OF EQUIPMENT OWNED—JUNE 30, 1914.—Continued.

Number.	Name of company.	Vehicles.										Stable equipment (including harness).
		Automobiles.		Double Wagons.		Single Wagons.		Sleighs.		Number.	Value.	
		Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.			
E 23	Adams Express Company.....	676	\$849,426 83	941	\$150,524 27	2,812	\$255,447 14	617	\$11,544 28	.....	\$192,151 90	
E 24	American (including National) Express Co..	526	1,237,863 96	893	156,104 43	2,991	271,970 62	1,548	31,978 34	5,725	89,785 52	
E 25	Canadian Express Co.....	5	17,366 44	45	10,065 10	297	30,125 00	247	10,105 00	221	5,685 63	
E 26	United States Express Company.....	69	170,209 57	746	332,432 37	1,684	347,016 95	372	14,775 03	.....	134,791 80	
E 27	Wells, Fargo & Company.....	47	118,399 71	1,003	239,519 78	2,120	300,239 63	460	8,181 23	.....	73,173 92	
E 28	Western Express Company.....	.....	.....	10	3,983 40	56	13,737 22	70	2,767 82	.....	3,889 86	
	Total.....	1,323	\$2,393,266 51	3,638	\$892,619 35	9,960	\$1,218,536 56	3,314	\$79,351 70	5,946	\$499,477 63	

TABLE NO. 8.—COMPARATIVE STATISTICS OF EQUIPMENT OWNED.—JUNE 30, 1914.—Concluded.

Number.	Name of company.	Transportation equipment.										All other equipment.		Total.	
		Car safes.		Messenger's safes.		Messenger's packing trunks.									
		Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.				
E 23	Adams Express Company.....	176	\$15,502 62	3,087	\$30,870 00	5,000	\$25,000 00	5	\$8,708 16	.....	\$32,526,944 78				
E 24	American (including National) Express Co. ....	204	66,188 00	2,270	32,869 03	4,335	24,900 28	2,197	14,164 73	93,115	3,745,599 79				
E 25	Canadian Express Co. ....	4	750 00	194	2,531 20	288	4,468 99	.....	679 10	2,635	187,668 13				
E 26	United States Express Company.....	265	128,805 80	2,556	33,163 48	3,197	33,785 77	.....	224,873 89	.....	2,556,777 92				
E 27	Wells, Fargo & Company.....	741	49,011 56	1,863	20,097 26	8,814	20,321 04	.....	24,015 21	.....	2,532,949 01				
E 28	Western Express Company.....	16	3,237 38	193	3,452 34	393	3,052 20	.....	5,329 47	.....	90,170 62				
	Total. ....	1,406	\$283,585 36	10,163	\$122,983 31	22,027	\$111,538 28	2,202	\$277,770 56	95,750	\$11,640,110 25				

aIncludes five motor trucks at \$7,026.88.

## ANNUAL REPORT OF THE PULLMAN COMPANY TO THE MICHIGAN RAILROAD COMMISSION.

*For the Year Ending June 30, 1914.*

## HISTORY.

Exact name of common carrier making this report.

The Pullman Company.

Date of organization.

July 15, 1867.

Under laws of what government, State, or territory organized? If more than one, name all. Give reference to each statute and all amendments thereof.

Organized under Act of the General Assembly, State of Illinois, approved February 22, 1867, as Pullman's Palace Car Company.

Name changed to The Pullman Company and directors increased under provisions of a general law of Illinois entitled "An Act Relating to Corporations," approved April 10, 1872.

If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same.

Not a consolidated company.

Date and authority for each consolidation.

See answer to inquiry No. 4.

If a reorganized company, give name of original corporation and refer to laws under which it was organized.

Not a reorganized company.

## DIRECTORS.

Name.	Postoffice address.	Date of expiration of term.
Robert T. Lincoln	Chicago, Ill.	November 11, 1914.
Norman B. Ream	New York, N. Y.	November 11, 1914.
William K. Vanderbilt	New York, N. Y.	November 11, 1914.
Frederick W. Vanderbilt	New York, N. Y.	November 11, 1914.
W. Seward Webb	New York, N. Y.	November 11, 1914.
John J. Mitchell	Chicago, Ill.	November 11, 1914.
Chauncey Keep	Chicago, Ill.	November 11, 1914.
George F. Baker	New York, N. Y.	November 11, 1914.
John S. Runnells	Chicago, Ill.	November 11, 1914.
Frank O. Lowden	Oregon, Ill.	November 11, 1914.
J. P. Morgan	New York, N. Y.	November 11, 1914.

## PRINCIPAL OFFICERS.

Title.	Name.	Official address.
Chairman of the Board	Robert T. Lincoln	Chicago, Ill.
President	John S. Runnells	Chicago, Ill.
General Manager	Richmond Dean	Chicago, Ill.
Assistant to the President	LeRoy Kramer	Chicago, Ill.
Secretary	A. S. Weinsheimer	Chicago, Ill.
Assistant Secretary	J. F. Kane	Chicago, Ill.
Treasurer	L. S. Taylor	Chicago, Ill.
Assistant Treasurer	H. A. Brown	Chicago, Ill.
Assistant Treasurer	B. C. H. Olson	Chicago, Ill.
General Solicitor	F. B. Daniels	Chicago, Ill.
General Attorney	G. S. Fernald	Chicago, Ill.
Asst. General Solicitor	H. T. Wilcoxon	Chicago, Ill.
General Auditor	William Hough	Chicago, Ill.
Asst. General Auditor	F. L. Simmons	Chicago, Ill.
General Superintendent	L. S. Hungerford	Chicago, Ill.
Asst. General Superintendent	F. M. Bostwick	Chicago, Ill.
Director of Purchases	A. P. Bowen	Chicago, Ill.
General Ticket Agent	H. P. Clements	Chicago, Ill.
Asst. General Ticket Agent	E. A. Davenport	Chicago, Ill.
Asst. General Ticket Agent	E. P. Burke	Chicago, Ill.
Superintendent of Sanitation	Dr. Thos. R. Crowder	Chicago, Ill.

Officer to whom correspondence concerning this report should be addressed:

Name.	Title.	Official address.
William Hough	General Auditor	Chicago, Ill.



## CORPORATIONS CONTROLLED BY RESPONDENT.

## Name—Active corporations:

Pullman Railroad Co.—sole or joint, sole; how established, stock ownership; extent, 100 per cent.; direct or indirect, direct.

## Inactive corporations:

Union Palace Car Co.—sole or joint, sole; how established, title to securities; extent, 100 per cent.; direct or indirect, direct.

Mann's Boudoir Car Co.—Sole or joint, sole; how established, title to securities; extent, 99 per cent.; direct or indirect, direct.

Woodruff Sleeping and Parlor Coach Co.—Sole or joint, sole; how established, title to securities; extent, 100 per cent.; direct or indirect, direct.

## EXPLANATORY REMARKS.

The stock of the Pullman R. R. Co. is held in the assets assigned to the Manufacturing Department.

## FACTS PERTAINING TO CONTROL OF RESPONDENT.

Date of last meeting of stockholders for election of directors.

November 12, 1913.

Date of last closing of stock books before end of year for which this report is made.

October 31, 1913.

Total number of stockholders of record at the date required in answer to Question 2.  
12,505.

Has each share of stock one vote?

Yes.

Has any issue of securities contingent voting rights?

No.

Has any issue of securities special privileges in the election of directors?

No.

Did any individual, association, corporation or corporations, transportation or other, control the respondent on June 30, 1914?

No.

Did any individual, association, or corporation, as trustee, control the respondent on June 30, 1914?

No.

## MILEAGE OPERATED UNDER CONTRACT OR OTHER AGREEMENT.

Name of common carrier (railway) under contract.	Total mileage (single track) over which respondent conducted operations.	Average mileage (single track) over which respondent conducted operations.	Ratio of average mileage over which respondent conducted opera- tions to total mileage over which respondent conducted operations.	Term of contract.	
				Date of effect.	Date of expiration.
<i>Contract carriers.</i>			(Per cent.)		
Alabama & Vicksburg.....	141	141	100	Sept. 1, 1901	Sept. 1, 1916.
Alabama Great Southern.....	290	290	100	July 1, 1909	July 1, 1924.
Atchafalaya & Santa Fe.....	6,378	6,251.25	98.48	Feb. 1, 1906	Jan. 31, 1921.
Atlanta, West Point & W. Ry. of Alabama	171	171	100	July 1, 1909	July 1, 1924.
Atlanta, Birmingham & Atlantic.....	415	320.5	77.23	Aug. 6, 1908	Aug. 6, 1923.
Atlantic Coast Line (inc. Win. Sal. S. B.)..	2,806	2,478.5	88.33	July 1, 1909	July 1, 1924.
Baltimore & Ohio (inc. B. & O. S. W.).....	2,599	2,550.5	99.29	Jan. 1, 1907	Jan. 1, 1927.
Bangor & Crookston.....	278	253.5	91.19	June 24, 1895	June 24, 1920.
Boston & Maine (inc. M. & W. R.).....	1,164	1,051.5	90.34	April 1, 1893	April 1, 1918.
Buffalo, Rochester & Pittsburgh.....	335	335	100	July 1, 1911	July 1, 1926.
Bullfrog Goldfield.....	74	74	100	June 1, 1907	May 31, 1922.
Central Railroad of New Jersey.....	305	305	100	Mar. 23, 1889	Mar. 23, 1914.
Central of Georgia.....	622	622	100	April 10, 1906	Dec. 31, 1915.
Charleston & West Carolina.....	162	62.25	38.43	July 1, 1909	July 1, 1924.
Chesapeake & Ohio (inc. C. C. & L.).....	1,287	1,169.5	90.87	Jan. 1, 1907	Jan. 1, 1922.
Chicago & Alton.....	707	693.5	98.09	Feb. 1, 1906	Jan. 31, 1921.
Chicago & Eastern Ills. (inc. E. & T. H.).....	541	541	100	Dec. 1, 1910	Dec. 1, 1925.
Chicago & North Western.....	4,431	4,359.75	98.39	Oct. 1, 1912	Sept. 30, 1932.
Duluth, South Shore & Atlantic.....	95	95	100	No contract.	Operated under C. & N. W. contract.
Mineral Range.....	14	14	100	No contract.	Operated under C. & N. W. contract.
Chicago, Burlington & Quincy.....	4,324	4,199.5	97.12	Feb. 1, 1900	Feb. 1, 1915.
Chicago Great Western.....	1,189	1,189	100	Sept. 1, 1903	Aug. 31, 1918.
Chicago, Indiana & Southern.....	129	139	100	Jan. 1, 1905	Jan. 1, 1930.
Chicago, Indianapolis & Louisville.....	435	435	100	Feb. 1, 1913	Feb. 1, 1933.
Chicago, Rock Island & Pacific (inc. C. R. I. G. C. O. & G. and B. C. R. & N.)..	4,748	4,677.75	98.52	July 1, 1911	July 1, 1931.
St. Paul & Des Moines.....	197	173	87.82	No contract.	Operated under C. R. I. & P. contract.
Chicago, St. Paul, Minneapolis & Omaha.....	812	812	100	Oct. 1, 1912	Sept. 30, 1932.
Cincinnati, Hamilton & Dayton.....	310	310	100	Jan. 1, 1905	Dec. 31, 1919.

	335	335	100	July	1,1909	July	1,1924.
Cincinnati, New Orleans & Texas Pacific..	1,538	1,512.75	98.36	Jan. 1,1905	Jan. 1,1905	Jan. 1,1924.	
Cleveland, Cincinnati, Chicago & St. Louis	222	222	100	Nov. 1,1912	Nov. 1,1912	Nov. 1,1927.	
Colorado Midland.....	232	232	100	Feb. 1,1899	Feb. 1,1899	Feb. 1,1914.	
Colorado Southern.....	564	437.25	77.53	Jan. 1,1901	Jan. 1,1901	Jan. 1,1916.	
Delaware & Hudson Co. (inc. N. Jct. Ry.).							
Delaware, Lackawanna & Western.....	781	753.25	96.45	Jan. 1,1906	Jan. 1,1906	Jan. 1,1921.	
Denver & Rio Grande- Rio Grande Western	991	941.75	95.03	June 1,1905	June 1,1905	June 30,1922.	
Detroit, Toledo & Ironton (inc. Ann Abr.).	292	5.25	1.80	Mar. 15,1907	Mar. 15,1907	Mar. 14,1922.	
Detroit & Mackinac.....	126	126	100	Mar. 1,1911	Mar. 1,1911	Mar. 1,1926.	
El Paso & Southwestern System.....	613	613	100	Feb. 1,1906	Feb. 1,1906	Feb. 1,1921.	
Erie.....	1,376	1,374.5	99.89	Jan. 1,1906	Jan. 1,1906	Jan. 1,1926.	
Fitchburg.....	290	290	100	July 1,1897	July 1,1897	July 1,1922.	
Florida East Coast.....	522	522	100	Sept. 1,1908	Sept. 1,1908	Sept. 1,1923.	
Fort Worth & Denver City.....	453	453	100	Feb. 1,1899	Feb. 1,1899	Feb. 1,1914.	
Georgia.....	171	171	100	Sept. 1,1906	Sept. 1,1906	Aug. 31,1921.	
Georgia Southern & Florida.....	396	396	100	July 1,1909	July 1,1909	July 1,1924.	
Grand Southwestern & Gulf.....	none	none	.....	Dec. 15,1910	Dec. 15,1910	Dec. 15,1925.	
Grand Trunk System (inc. C. Vt. and D. G. H. & M.).	2,950	2,928	89.08	July 1,1901	July 1,1901	July 1,1916.	
Temiskaming & Northern Ontario.....	253	138	54.55	No contract.	Operated under G. T. contract.	Operated under G. T. contract.	
Gulf & Ship Island.....	none	none	.....	Aug. 1,1903	Aug. 1,1903	June 1,1916.	
Illinois Central.....	2,611	2,611	100	Nov. 1,1905	Nov. 1,1905	June 1,1923.	
International & Great Northern.....	768	768	100	June 1,1905	June 1,1905	June 30,1922.	
Interoceanic of Mexico.....	361	361	100	Nov. 1,1903	Nov. 1,1903	Nov. 1,1908.	
Mexico Southern.....	79	79	100	No contract.	Operated under I. of M. contract.	Operated under I. of M. contract.	
Kansas City, Mexico & Orient (inc. K. C. M. & O. of T.).	724	548	75.69	Oct. 1,1909	Oct. 1,1909	Oct. 1,1924.	
Kansas City Southern (inc. T. & Ft. S.).	814	814	100	Dec. 1,1896	Dec. 1,1896	Thirty days notice.	
Lake Erie & Western.....	149	149	100	Jan. 1,1905	Jan. 1,1905	Jan. 1,1930.	
Lake Shore & Michigan Southern.....	1,177	1,177	100	Jan. 1,1905	Jan. 1,1905	Jan. 1,1930.	
Las Vegas & Tonopah.....	none	none	.....	Mar. 15,1908	Mar. 15,1908	Thirty days notice.	
Lehigh Valley.....	541	537.25	99.31	Jan. 1,1906	Jan. 1,1906	June 1,1925.	
Louisiana Railway & Navigation Co.....	305	305	100	April 1,1907	April 1,1907	Mar. 31,1922.	
Louisville, Henderson & St. Louis.....	143	143	100	Jan. 1,1907	Jan. 1,1907	Dec. 31,1923.	
Louisville & Nashville.....	2,563	2,563	100	May 2,1910	May 2,1910	May 2,1925.	
Maine Central.....	752	495.5	65.89	April 1,1893	April 1,1893	April 1,1918.	
Mexican Central.....	1,983	1,534.5	77.38	Jan. 1,1906	Jan. 1,1906	Dec. 31,1915.	
Michigan Central.....	1,114	1,088.5	97.71	Jan. 1,1905	Jan. 1,1905	Jan. 1,1930.	
Midland Terminal.....	none	none	.....	Dec. 1,1895	Dec. 1,1895	Six months notice.	
Midland Valley.....	298	223.5	75	Oct. 31,1908	Oct. 31,1908	Thirty days notice.	
Minneapolis & St. Louis (inc. Iowa Cent.).	814	814	100	Feb. 1,1913	Feb. 1,1913	Feb. 1,1933.	

## MILEAGE OPERATED UNDER CONTRACT OR OTHER AGREEMENT.—Continued.

Name of common carrier (railway) under contract.	Total mileage (single track) over which respondent conducted operations.	Average mileage (single track) over which respondent conducted operations.	Ratio of average mileage over which respondent conducted opera- tions to total mileage over which respondent conducted operations.	Term of contract.	
				Date of effect.	Date of expiration.
Contract carriers.					
Missouri, Kansas & Texas (inc. M. K. & T. of Tex., Tex. Cent. W. Ft. & N. W. and W. F. & N. W. of Tex.)	2,576	2,441	94.76	July 1, 1911	July 1, 1926.
Missouri, Oklahoma & Gulf	none	none		Jan. 3, 1910	Jan. 3, 1925.
Missouri Pacific	1,954	1,888	96.62	June 1, 1905	June 30, 1922.
Mobile & Ohio	1,697	697	100	Nov. 1, 1901	Nov. 1, 1913.
Nashville, Chattanooga & St. Louis	572	572	100	May 2, 1910	May 2, 1925.
National Railroad of Mexico	893	893	100	Jan. 1, 1901	Dec. 31, 1915.
Nevada Northern	none	none		Mar. 1, 1907	Mar. 1, 1922.
New Orleans & Northeastern	202	202	100	Sept. 1, 1901	Sept. 1, 1916.
New York Central Lines	2,488	2,188.5	87.96	Jan. 1, 1905	Jan. 1, 1930.
Cranberry Lake	6	1.5	25	No contract.	Operated under N. Y. C. contract.
Delaware Valley	13	3.25	25	No contract.	Operated under N. Y. C. contract.
New York, Chicago & St. Louis	505	505	100	Jan. 1, 1905	Jan. 1, 1930.
New York, New Haven & Hartford (inc. C. N. E.)	1,004	839.75	83.64	Jan. 1, 1913	Jan. 1, 1933.
New York, Ontario & Western	189	94.5	50	April 1, 1898	On notice.
Norfolk Southern	361	302.25	83.73	Dec. 1, 1910	Dec. 1, 1925.
Norfolk Western	1,262	1,262	100	July 1, 1910	July 1, 1927.
Pennsylvania System	6,454	5,913.25	91.62	Jan. 2, 1909	July 1, 1930.
Pere Marquette	612	517.50	84.56	Jan. 1, 1909	Dec. 31, 1923.
Philadelphia & Reading	567	553.50	97.62	Mar. 23, 1889	Mar. 22, 1914.
Williamsport & North Branch	21	5.25	25	No contract.	Operated under P. & R. contract.
Pittsburgh & Lake Erie	163	163	100	Jan. 1, 1905	Jan. 1, 1930.
Richmond, Fredericksburg & Potomac (inc. Washington Southern)	115	115	100	July 1, 1909	July 1, 1924.
Rutland	361	300	83.10	Jan. 1, 1905	Jan. 1, 1930.
San Pedro, Los Angeles & Salt Lake	681	681	100	April 1, 1912	April 1, 1930.
Sea board Air Line	2,251	2,211.25	98.23	July 1, 1908	June 30, 1923.
Aberdeen & Ashcroft	6	3	50	No contract.	Operated under S. A. L. contract.
Southern	4,712	4,574.75	97.09	July 1, 1909	July 1, 1924.

Southern Railway in Mississippi	168	188	100	July 1, 1909	July 1, 1924.
Southern Pacific (inc. S. A. & A. P.)	7, 193	6, 885.75	95.73	April 1, 1912	April 1, 1930.
St. Louis & San Francisco (inc. St. L. B. & M. inc. Tex. Mex. Tkge. St. L. S. F. & Tex.)	3, 718	3, 668.5	98.67	April 1, 1912	April 1, 1927.
St. Louis, Iron Mountain & Southern (inc. L. R. & H. S. W.)	1, 705	1, 705	100	June 1, 1905	June 30, 1922.
St. Louis Southwestern	492	480.5	93.80	June 1, 1905	June 30, 1922.
St. Louis Southwestern of Texas	445	430.75	96.80	June 1, 1905	June 30, 1922.
Tehantpec National	110	110	100	Sept. 1, 1908	June 1, 1920.
Tennessee Central	166	166	100	Mar. 5, 1903	Mar. 4, 1918.
Texas Midland	none	none	.....	Aug. 13, 1897	Thirty days notice.
Texas & Pacific	1, 316	1, 316	100	June 1, 1905	June 30, 1922.
Toledo, St. Louis & Western	453	453	100	Jan. 1, 1906	Dec. 31, 1920.
Tonapah & Goldfield	88	88	100	Sept. 15, 1905	Sept. 14, 1920.
Tonapah & Tidewater	179	179	100	Nov. 1, 1907	Oct. 31, 1922.
Toronto, Hamilton & Buffalo	37	37	100	June 24, 1899	June 24, 1914.
Trinity & Brazos Valley	218	218	100	Dec. 1, 1909	Dec. 1, 1924.
Union Pacific (inc. O. S. L., O. W. R. & N. and St. J. & G. I.)	128	110.75	86.52	June 22, 1908	Thirty days notice.
Vers Cruz to Isthmus	4, 431	4, 388.75	99.05	April 1, 1912	April 1, 1930.
Vicksburg, Shreveport & Pacific	202	202	100	June 1, 1905	June 1, 1920.
Virginia & Southwestern	169	169	100	Sept. 1, 1901	Sept. 1, 1916.
Wabash (inc. W. P. T.)	69	69	100	July 1, 1909	July 1, 1924.
Washington County	1, 751	1, 726	98.57	June 1, 1905	June 30, 1922.
Western Pacific	102	102	100	Mar. 1, 1900	Mar. 1, 1925.
Western Pacific	932	925	99.25	June 1, 1905	June 30, 1922.
Wheeling & Lake Erie	none	none	.....	June 1, 1905	June 30, 1922.
Wisconsin Central	776	775.5	99.94	Nov. 1, 1907	Oct. 31, 1922.
Yazoo & Mississippi Valley	534	534	100	Nov. 1, 1905	June 1, 1923.
Zanesville & Western	39	29.25	75	Jan. 1, 1905	Jan. 1, 1930.
<i>No standard contracts—Temporary agreements.</i>					
Charlotte Harbor & Northern	95	47.5	50	Oct. 12, 1911	Thirty days notice.
Dubuth, South Shore & Atlantic	90	90	100	Dec. 14, 1911	Thirty days notice.
Hocking Valley	122	122	100	Mar. 20, 1897	Thirty days notice.
Kanawaha & Michigan	139	139	100	May 31, 1902	Thirty days notice.
Mexico North-Western	none	none	.....	Nov. 14, 1911	Thirty days notice.
Missouri & North Arkansas	335	335	100	Nov. 9, 1910	Thirty days notice.
Quebec Central	443	143	100	Oct. 1, 1909	Operated under B. & M. contract.
Virginian	243	243	100	Oct. 1, 1909	Six months notice.
Western Maryland	369	369	100	April 15, 1909	Agreement not yet signed.
Yosemite Valley	78	19.5	25	.....	Thirty days notice.

## MILEAGE OPERATED UNDER CONTRACT OR OTHER AGREEMENT.—Continued.

Name of common carrier (railway) under contract.	Total mileage (single track) over which respondent conducted operations.	Average mileage (single track) over which respondent conducted operations.	Ratio of average mileage over which respondent conducted opera- tions to total mileage over which respondent conducted operations.	Term of contract.	
				Date of effect.	Date of expiration.
<i>Contract carriers.</i>			(Per cent.) *		
<i>Operated over without written contracts.</i>					
Lehigh & Hudson River.....	73	73	100	No contract.	
Tuckerton.....	21	5.25	25	No contract.	
<i>Joint line operation.</i>					
Canadian Pacific.....	4,512	4,410	97.74	No contract.	
Chicago, Milwaukee & St. Paul.....	500	494	98.80	No contract.	
Great Northern (inc. Can. Nor.).....	2,402	2,270.75	94.54	No contract.	
Intercolonial Ry.....	275	none	.....	No contract.	
Mexican.....	198	198	100	No contract.	
Minneapolis, St. Paul & S. Marie.....	1,320	1,119.75	84.83	No contract.	
Spokane International.....	141	141	100	No contract.	
<b>Total for contract carriers.....</b>	<b>127,402</b>	<b>121,189.75</b>	<b>95.12</b>		
<i>Association carriers.</i>					
Northern Pacific (inc. S. P. & S.).....	3,609	3,568.5	98.88	Jan. 1, 1897	Jan. 1, 1917.
<b>Total for association carriers.....</b>	<b>3,609</b>	<b>3,568.5</b>	<b>98.88</b>		
<b>Total for contract and Asso. carriers..</b>	<b>131,011</b>	<b>124,758.25</b>	<b>95.23</b>		

## AUXILIARY OPERATIONS AND OTHER PROPERTIES.

## A. AUXILIARY OPERATIONS.

Designation—Commercial Service; character of business—Operating commissary and barber shops on trains; title (ownership, lease, etc.)—Ownership of some cars, others not owned but operated for railroads; state or territory—Every state, more or less.

## B. OTHER PROPERTIES.

Designation.	Character of business.	State or territory.	Investment.	Reserve for accrued depreciation.—Cr.	Net investment.
Manufacturing plants	Building cars..	Illinois.....	\$22,206 22 13	\$2,069,820 81	\$20,136,408 32
Real estate.....	About 4 acres.	Illinois.....	5,622 44	none	5,622 44
Real estate.....	8 lots.....	New Jersey..	1,140 00	none	1,140 00
Total.....	.....	.....	\$22,212,991 57	\$2,069,820 81	\$20,143,170 76

## CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of one share.	Total par value authorized.	Total par value outstanding.	Total par value held by respondent corporation.			Dividends declared during year.	
					In treasury.	In sinking or other funds.	Total par value not held by respondent corporation.	Rate.	Amount.
Capital stock:									
Common.....	1,200,000	\$100	\$120,000,000	\$119,994,900	\$1,978,200	\$188,300	\$116,605,000	8%	\$9,441,313 83
scrip.....				5,100	524		4,576		
Held by Mfg. Dept.....					58,900	1,064,500			
Total.....	1,200,000	\$100	\$120,000,000	\$120,000,000	\$2,137,624	\$1,252,800	\$116,609,576	8%	\$9,441,313 83



## CAPITAL STOCK.—Continued.

Purpose of the issue.	Total number of shares outstanding.	Total cash realized.
Issued for cash—common.....	325,638	\$32,601,238
Issued for construction of new property or equipment—common.....	1,799	a179,900
Issued for purchase of property or equipment—common.....	209,546	b20,954,600
Issued for acquisition of securities—common.....	20,567	c2,056,700
Issued to capitalize assets in excess of capital stock—common.....	642,450	d64,245,000
Total.....	1,200,000	\$120,037,438

## REMARKS.

aValue of new property and equipment for the construction of which new stock was issued. See item added below.\*

bEstimated value at time of purchase of property and equipment. See item added below.\*

cIssued in exchange for outstanding bonds of Pullman's Palace Car Co. and bonds retired to same amount.

dIssued to capitalize assets in excess of capital stock invested in other property or held for such use in future. Possibly this should be shown, as issued for construction, improvement, or purchase, but ascertainment of proper division between such heads is impossible.\*

\*For details of separate issues see details following.

## CAPITAL STOCK—STATEMENT OF TOTAL NUMBER OF SHARES OUTSTANDING.

Issued.	March 30, 1867.		July 27, 1867.		April 5, 1868.		April 24, 1869.	
	No. shares.	Cash realized.	No. shares.	Cash realized.	No. shares.	Cash realized.	No. shares.	Cash realized.
<b>COMMON STOCK.</b>								
Issued for cash.....	1,000	\$100,000	9,000	\$900,000	2,320	\$232,000	4,349	\$445,160
Issued for construction of new property or equipment.....					180		651	
Issued for improvements to property or equipment.....								
Issued for purchase of property or equipment.....								
Issued for the acquisition of securities.....								
Issued for reorganization.....								
Issued to capitalize assets in excess of the capital stock invested in equipment and other property, or held for such use in the future. Possibly this should be shown as issued for construction or purchase, but ascertainment of proper division between said heads is impossible.....								
<b>Total.....</b>	<b>1,000</b>		<b>9,000</b>		<b>2,500</b>		<b>5,000</b>	

## CAPITAL STOCK—STATEMENT OF TOTAL NUMBER OF SHARES OUTSTANDING.—Continued.

Issued.	January 31, 1870.		November 3, 1873. September 10, 1874. September 30, 1875.		April 2, 1881.		September 8, 1881.	
	No. shares.	Cash realized.	No. shares.	Cash realized.	No. shares.	Cash realized.	No. shares.	Cash realized.
<b>COMMON STOCK.</b>								
Issued for cash.....	16,082	\$1,635,378			20,189	\$2,018,900	20,189	\$2,018,900
Issued for construction of new property or equipment.....	968							
Issued for improvements to property or equipment.....								
Issued for purchase of property or equipment.....	3,000							
Issued for the acquisition of securities.....			20,567					
Issued for reorganization.....								
Issued to capitalize assets in excess of the capital stock invested in equipment and other property, or held for such use in the future. Possibly this should be shown as issued for construction or purchase, but ascertainment of proper division between said heads is impossible.....	2,450							
<b>Total.....</b>	<b>22,500</b>		<b>20,567</b>		<b>20,189</b>		<b>20,189</b>	

## CAPITAL STOCK—STATEMENT OF TOTAL NUMBER OF SHARES OUTSTANDING.—Concluded.

Issued.	December 5, 1899.		November 14, 1906.		March 21, 1910.	
	No. shares.	Cash realized.	No. shares.	Cash realized.	No. shares.	Cash realized.
COMMON STOCK.						
Issued for cash.....						
Issued for construction of new property or equipment.....						
Issued for improvements to property or equipment.....						
Issued for purchase of property or equipment.....	200,000					
Issued for the acquisition of securities.....						
Issued for reorganization.....						
Issued to capitalize assets in excess of the capital stock invested in equipment and other property, or held for such use in the future. Possibly this should be shown as issued for construction or purchase, but ascertainment of proper division between said heads is impossible.....			260,000		200,000	
Total.....	200,000		260,000		200,000	

RECAPITULATION OF CAPITALIZATION.

Capital stock—Total par value outstanding—\$120,000,000. See explanatory remarks.

EXPLANATORY REMARKS.

Note to "Recapitulation of Capitalization."

It is not possible to assign any portion of the capital stock of the corporation to any particular branch of its business. The Pullman Company has assigned certain assets to its manufacturing department as shown on page 21.

## EXPENDITURES FOR PROPERTY AND EQUIPMENT.

Account.	Expenditures for property and equipment during the year.		Total cost to June 30, 1913.	Total cost to June 30, 1914.
	Charged to capital.	Amounts written out of capital charges on account of property or equipment retired.		
Equipment:				
Standard sleeping cars.....	\$9,047 754 43	\$1,936 152 01	\$86 600 021 53	\$93 711 623 95
Tourist sleeping cars.....	1,652 000 00	100 000 00	6 782 462 55	7 334 462 55
Parlor cars.....	1,352 561 86	426 481 18	15 925 716 13	16 851 796 81
Dining cars.....	none	none	252 909 45	252 909 45
Composite cars.....	73 897 68	100 000 00	2 022 128 91	1 996 026 59
Private cars.....	144 784 04	34 392 21	695 995 08	806 386 91
Miscellaneous cars.....	none	4 000 00	4 000 00	none
Total.....	\$11,270 998 01	\$2,601 025 40	\$112 283 233 65	\$120 953 206 26
Real estate used in operation.....	none	none	449 233 60	449 233 60
Buildings and fixtures used in operation.....	108 282 64	9 515 82	3 028 010 48	3 126 777 30
Real estate, buildings and machinery—manufacturing department, and other assets assigned to that department.....	(See explanatory remarks)		20 136 408 32	20 136 408 32
Miscellaneous properties.....	2 500 00	1 500 00	7 000 00	8 000 00
Storeroom and porters bunk cars.....				
Total cost of property and equipment.....	\$11 381 780 65	\$2 612 041 22	\$135 903 886 05	\$144 673 625 48

The amount shown above under "Total Cost to June 30, 1913" is not original cost, but includes book value of a number of cars mainly acquired prior to August 1, 1903, and is so shown in order to harmonize with the general balance sheet, page 323. The book value is original cost less the amounts written off for depreciation in earlier years.

The amounts stated opposite item reading "Real Estate, Buildings and Machinery—Manufacturing Department" is the sum invested in the Manufacturing Department.

## INCOME ACCOUNT.

Operating income:		
Sleeping car operations:		
Revenues .....	\$41,499,396 04	
Expenses .....	28,115,721 60	
Net revenue .....		\$13,383,674 44
Auxiliary operations—		
Revenues .....	\$881,235 09	
Expenses .....	881,774 87	
Net deficit from auxiliary operations .....		539 78
Total net revenue .....		\$13,383,134 66
Taxes accrued .....	1,112,758 70	
Operating income .....		\$12,270,375 96
Other income:		
Hire of equipment—credit balance .....	\$17,057 50	
Dividends declared on stocks owned or controlled .....	93,595 65	
Interest accrued on funded debt owned or controlled .....	93,126 85	
Interest on other securities, loans and accounts .....	237,058 95	
Total other income .....		440,838 95
Gross corporate income .....		\$12,711,214 91
Deductions from gross corporate income:		
Other interest .....	\$47,552 93	
Other deductions .....	306 45	
Total deductions from gross corporate income .....		47,859 38
Net corporate income .....		\$12,663,355 53
Disposition of net corporate income:		
Dividends declared—		
One-third of two per cent payable August 15, 1913 .....	\$ 786,776 68	
Two per cent payable November 15, 1913 .....	2,360,322 00	
Two per cent payable February 15, 1914 .....	2,360,326 00	
Two per cent payable May 15, 1914 .....	2,260,333 15	
Two-thirds of two per cent payable August 15, 1914 .....	1,573,556 00	
		\$9,441,313 83
		9,441,313 83
Balance for year carried forward to credit of profit and loss .....		\$3,222,041 70

## PROFIT AND LOSS ACCOUNT.

## DEBIT.

Deductions for year:		
Various items charged direct, belonging to the period prior to the year reported ..	\$1,914,747 81	
One month's proportion of \$3,000,000 reserve in fiscal year's accounts for further depreciation on cars in general .....	250,000 00	
Eleven months' proportion of \$3,000,000 reserve in fiscal year's accounts for further depreciation on cars in general .....	2,750,000 00	
Balance credit, June 30, 1914, carried to balance sheet .....	5,299,816 67	
Total .....		\$10,214,564 48

## CREDIT.

Balance June 30, 1913 .....	\$3,933,793 58	
Balance for year brought forward from income account .....	3,222,041 70	
Other properties—profit .....	3,058,729 20	
Total .....		\$10,214,564 48

## REVENUES OF SLEEPING CAR OPERATIONS.

Account.	Contract operations, total revenues.	Association operations, total revenues.	Total revenues.
SR 1. Standard sleeping car berth revenue.....	\$32,183,447 56	\$892,436 77	\$33,075,884 33
SR 2. Tourist sleeping car berth revenue.....	1,962,671 21	187,088 77	2,149,759 98
SR 3. Other car berth revenue.....	214 00	none	214 00
SR 4. Standard sleeping car seat revenue.....	1,995,029 62	48,493 08	2,043,522 70
SR 5. Tourist sleeping car seat revenue.....	7,228 83	565 44	7,794 27
SR 6. Parlor car seat revenue.....	5,157,400 53	none	5,157,400 53
SR 7. Composite car seat revenue.....	51,344 20	none	51,344 20
SR 8. Other car seat revenue.....	3 90	none	3 90
SR 9. Charter of standard sleeping cars—per diem rates.....	298,289 75	3,725 00	302,014 75
SR 10. Charter of standard sleeping cars—berth rates.....	16,171 76	none	16,171 76
SR 11. Charter of tourist sleeping cars—per diem rates.....	55,519 44	1,310 00	56,829 44
SR 12. Charter of tourist sleeping cars—berth rates.....	249 60	none	249 60
SR 13. Charter of private cars—per diem rates.....	230,054 79	none	230,054 79
SR 14. Charter of private cars—berth rates.....	none	none	none
SR 15. Charter of other cars to other than carriers—per diem rates.....	5,265 00	none	5,265 00
SR 16. Charter of other cars—berth or seat rates.....	6,128 30	none	6,128 30
SR 17. Charter of other cars to carriers—other rates.....	18,060 24	none	18,060 24
SR 18. Miscellaneous revenue.....	81,069 53	none	81,069 53
SR 19. Car mileage revenue.....	757,266 74	none	757,266 74
SR 20. Association revenue—Dr.....	490,592 03	490,592 03	490,592 03
SR 21. Contract revenue—Dr.....	1,816,638 08	152,407 91	1,969,045 99
Total revenues.....	\$41,008,776 92	\$490,619 12	\$41,499,396 04

The revenue account No. 18 is included under "Contract Operations" in order to make up the total of the column "Total Revenues," but it does not belong specifically under either Contract Operations or "Association Operations."

## STOCKS OWNED.

## ACTIVE CORPORATIONS.

Name of corporations and security.	Par value of stocks owned not held in sinking or other funds, unpledged.	Dividends declared.		Valuation of stocks owned.
		Rate.	Amount.	
Stocks of respondent corporation.....	\$1,978,724 00	.....	.....	\$2,604,582 42
Stocks of all proprietary, affiliated, and controlled corporations: Pullman Railroad Co. (see note on page 30).	500,000 00	.....	.....	.....
Stocks of all corporations not proprietary, affiliated, or controlled:				
Chesapeake & Ohio Ry. Co.—common....	41,200 00	4 1/2%	\$1,751 00	\$7,828 00
National Biscuit Co.—preferred.....	500,000 00	7 1/2%	35,000 00	482,500 00
National Biscuit Co.—common.....	500,000 00	7 1/2%	35,000 00	210,000 00
Pullman Trust & Savings Bank.....	150,600 00	11 1/2%	16,566 00	119,800 00
Roseland State Savings Bank.....	100,400 00	4 1/2%	4,016 00	110,440 00
Union Pacific R. R. Co.—preferred.....	31,500 00	4%	1,260 00	23,625 00
New York Hotel Co., Hot Springs, Ark.....	29,700 00	.....	.....	1 00
Old Point Comfort Improvement Co.....	22,800 00	.....	.....	1 00
Chicago Law Institute (law library).....	100 00	.....	.....	1 00
Subscription warrant of Southern Pacific Co.—sold.....	.....	.....	2 65	.....
Total.....	\$3,855,024 00	.....	\$93,595 65	\$3,558,778 42



## EXPLANATORY REMARKS.

All stocks listed on pages 316 and 317 are held by an individual for the benefit of the respondent company except the stock of the Pullman R. R. Co.

The valuation of Pullman R. R. Co. stock is not carried into the valuation column because held as an asset of the Manufacturing Department and included in the amount, \$20,136,408.32, shown under Item IV on page 314.

## STOCKS OWNED.—Concluded.

## INACTIVE CORPORATIONS.

Name of corporation.	Name of security.	Total par value of stock outstanding.	Par value of stocks owned, unpledged.	Valuation of stocks owned.
Pullman Land Association.	Certificate of interest.	\$1,604,200 00	\$1,604,200 00	\$2,289,483 48
Columbus, Sandusky & Hocking R. R. Co.	Preferred stock.	No record.	28,726 00	none
Columbus, Sandusky & Hocking R. R. Co.	Common stock.	No record.	113,888 00	none
Cloud Steel Truck Co.	Common stock.	No record.	50,000 00	none
Continuous Transit Securities Co.	Common stock.	No record.	7,700 00	none
Mann's Boudoir Car Co.	Common stock.	No record.	997,800 00	none
Multiple Speed & Traction Co.	Common stock.	No record.	7,700 00	none
Union Palace Car Co.	Common stock.	7,500 00	7,500 00	none
Woodruff Sleeping & Parlor Coach Co.	Common stock.	No record.	974,300 00	none
Total.....			\$3,791,814 00	\$2,289,483 48

## EXPLANATORY REMARKS.

All stocks listed above (except the stock of the Columbus, Sandusky and Hocking R. R. Co.) are held by an individual for the benefit of the respondent corporation.

## FUNDED DEBT OWNED.

## ACTIVE CORPORATIONS.

Name of corporation and security.	Par value of funded debt owned not held in sinking or other funds, unpledged.	Interest accrued.		Valuation of funded debt owned.
		Rate.	Amount.	
Funded debt of all corporations not proprietary, affiliated or controlled:				
Chesapeake & Ohio Ry. Co., convertible 4½% gold.	\$20,000 00	4½%	\$900 00	\$18,700 00
Consumers Gas Co., 5% gold first mortgage.	43,000 00	5%	2,150 00	44,075 00
Erie Electric Motor Co., 6% mortgage.	22,000 00	6%	1,320 00	22,000 00
Fort Worth & Denver City Ry., first mortgage 6% gold.	25,000 00	6%	1,500 00	19,250 00
Lake Shore & Mich. Sou. Ry., 4%-25 year gold.	500,000 00	4%	20,000 00	492,500 00
N. Y., N. Haven & Hartford R. R. debenture 50 year, 4% gold.	250,000 00	4%	10,000 00	265,000 00
N. Y., N. Haven & Hartford R. R., special 4%.	66,000 00	4%	2,640 00	63,302 50
Old Point Comfort Improvement Co., first mortgage, 4½%, 25 year gold.	15,000 00	4½%	675 00	15,000 00
Old Point Comfort Improvement Co., 6% 25 year income gold.	15,200 00	2%	.....	1 00
Pennsylvania R. R. Co., 10 years convertible 3½% gold.	250,000 00	3½%	8,750 00	250,000 00
Pennsylvania Co., 4% gold loan.	500,000 00	4%	20,000 00	501,250 00
U. S. Steel Corporation, 2nd mortgage, 5% gold bonds.	497,000 00	5%	25,000 00	514,916 85
Profit on 3 U. S. Steel Corporation bonds redeemed.	.....	.....	191 85	.....
Total.....	\$2,203,200 00	.....	\$93,126 85	\$2,205,995 35

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## FUNDED DEBT OWNED.—Concluded.

## INACTIVE CORPORATIONS.

Name of corporation.	Name of security.	Total par value of funded debt outstanding.	Par value of funded debt owned, unpledged.
Columbus, Sandusky & Hocking R. R....	5% gold bonds.....	No record.	\$633 75
Columbus, Sandusky & Hocking R. R....	Genl. mtge. gold income..	No record	26,000 00
Columbus, Sandusky & Hocking R. R....	Scrip inc. mtg. 50 yr. gold	No record	6,383 76
Mann's Boudoir Car Co.....	First mortgage bonds....	700,000 00	700,000 00
Woodruff Sleeping & Parlor Coach Co...	First mortgage bonds....	600,000 00	600,000 00
Total.....			\$1,333,017 51

Does the respondent own or control any sleeping or other car company securities, either stock or funded debt, through any intermediary which does not make an annual report to the Interstate Commerce Commission?

No.

## SINKING, REDEMPTION, INSURANCE AND OTHER SPECIAL FUNDS.

## INCOME AND DISBURSEMENTS DURING YEAR.

Name of fund.	Income.			Disbursements.
	Income to fund from investments.	Other income to fund.	Total.	
Insurance and other special funds:				
Insurance reserve fund.....	\$16,014 00	\$41,651 50	\$57,665 50	\$34,673 14
Deposit with workmens' Compensation Commission of N. Y.....	none	none	none	none
Total.....	\$16,014 00	\$41,651 50	\$57,665 50	\$34,673 14

MICHIGAN RAILROAD COMMISSION.

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ASSETS ON JUNE 30, 1914.

Name of fund and security.	Securities in fund.		Cash in fund.	Total.
	Par value.	Cost.		
Insurance and other special funds: <i>Insurance reserve fund.</i>				
Stock of respondent corporation.....	\$188,300	\$263,902 38		\$263,902 38
Bonds of Commonwealth Edison Co.....	19,000	19,380 00		19,380 00
Uninvested.....			\$23,022 33	23,022 33
Total.....				\$306,304 71
Deposit with Workmen's Compensation Com- mission of N. Y.				
N. Y. City 4½% corporate stock.....	\$32,000	\$32,640 00		\$32,640 00
Uninvested.....			\$3,142 10	3,142 10
Total.....				\$35,782 10
Total.....	\$239,300	\$315,922 38	\$26,164 43	\$342,086 81

## EXPENSES OF SLEEPING CAR OPERATIONS.

Account.	Amount.	Ratio to total of general account, per cent.	Ratio to total expenses, per cent.
<b>I. Maintenance:</b>			
SE 1. Superintendence.....	\$42,989 39	29	15
SE 2. Standard sleeping cars—repairs.....	6,706,386 94	45.70	23.85
SE 3. Tourist sleeping cars—repairs.....	668,927 54	4.56	2.38
SE 4. Parlor cars—repairs.....	1,371,147 80	9.34	4.88
SE 5. Composite cars—repairs.....	74,445 65	51	26
SE 6. Private cars—repairs.....	73,356 67	50	26
SE 7. Other cars—repairs.....	69		
SE 8. Standard sleeping cars—depreciation adjustments.....	99,281 65	68	35
SE 9. Tourist sleeping cars—depreciation adjustments.....	33,087 96	23	12
SE 10. Parlor cars—depreciation adjustments.....	49,045 02	33	17
SE 11. Composite cars—depreciation adjustments.....	65,045 57	44	23
SE 12. Private cars—depreciation adjustments.....	1,700 54	01	01
SE 13. Other cars—depreciation adjustments.....	322 37		
SE 14. Standard sleeping cars—depreciation.....	4,149,019 53	28.27	14.75
SE 15. Tourist sleeping cars—depreciation.....	358,235 59	2.44	1.27
SE 16. Parlor cars—depreciation.....	724,114 50	4.94	2.58
SE 17. Composite cars—depreciation.....	102,895 49	70	37
SE 18. Private cars—depreciation.....	36,194 90	25	13
SE 19. Other cars—depreciation.....	18 56		
SE 20. Shop machinery and tools.....	47,923 93	33	17
SE 21. Buildings, appurtenances and grounds.....	94,400 71	64	34
SE 22. Buildings, appurtenances and grounds—depreciation.....	58,388 26	40	21
SE 23. Stationery and printing.....	13,198 80	09	05
SE 24. Injuries to persons.....	5,047 55	03	02
SE 25. Other maintenance expenses.....			
SE 26. Maintenance of Association cars—Cr.....	100,518 85	68	36
<b>Total—maintenance.....</b>	<b>\$14,674,656 76</b>	<b>100</b>	<b>52.19</b>
<b>II. Conducting car operations:</b>			
SE 27. Superintendence.....	\$208,475 95	1.69	74
SE 28. District employees and expenses.....	1,151,646 31	11.73	5.16
SE 29. Conductors.....	2,587,036 49	20.91	9.20
SE 30. Porters and maids.....	2,581,172 72	20.86	9.18
SE 31. Car cleaning—general.....	1,259,069 20	10.17	4.48
SE 32. Car cleaning—special.....	691,281 95	5.59	2.46
SE 33. Laundry.....	1,781,020 41	14.39	6.34
SE 34. Other car supplies and expenses—general.....	357,006 22	2.88	1.27
SE 35. Other car supplies and expenses—special.....	1,209,635 77	9.78	4.30
SE 36. Stationery and printing.....	134,657 99	1.09	48
SE 37. Loss and damage.....	26,467 58	21	10
SE 38. Injuries to persons.....	132,806 59	1.07	47
SE 39. Other expenses—conducting car operations.....	59,986 42	48	21
SE 40. Operation of association cars—Cr.....	104,642 59	86	37
<b>Total—conducting car operations.....</b>	<b>\$12,375,623 01</b>	<b>100</b>	<b>44.02</b>
<b>III. General expenses:</b>			
SE 41. Salaries and expenses of general officers.....	\$171,820 70	16.13	61
SE 42. Salaries and expenses of clerks and attendants.....	452,142 04	42.43	1.61
SE 43. General office supplies and expenses.....	35,136 89	3.30	12
SE 44. Law expenses.....	185,625 70	17.42	66
SE 45. Pension and relief expenses.....	83,316 12	7.82	30
SE 46. Insurance.....	70,370 17	6.60	25
SE 47. Stationery and printing.....	38,876 85	3.65	14
SE 48. Other general expenses.....	29,478 34	2.77	10
SE 49. Administration of Association cars—Cr.....	1,322 88	12	
<b>Total—general expenses.....</b>	<b>\$1,065,441 83</b>	<b>100</b>	<b>3.79</b>
<b>Recapitulation of expenses:</b>			
<b>I. Maintenance.....</b>	<b>\$14,674,656 76</b>		<b>52.19</b>
<b>II. Conducting car operations.....</b>	<b>12,375,623 01</b>		<b>44.02</b>
<b>III. General expenses.....</b>	<b>1,065,441 83</b>		<b>3.79</b>
<b>Total expenses of sleeping car operations.....</b>	<b>\$28,115,721 60</b>		<b>100</b>

Ratio of expenses to revenues 67.75 per cent.

## SUMMARY OF REVENUES AND EXPENSES OF AUXILIARY OPERATIONS AND OTHER PROPERTIES.

## AUXILIARY OPERATIONS.

Commissarial service—operating revenues:	
DR I. Dining and special car revenue.....	\$61,868 01
DR II. Sleeping and parlor car commissarial revenue.....	761,983 11
DR III. Miscellaneous revenue.....	57,383 97
Total operating revenues.....	\$881,235 09
Total operating expenses.....	881,774 87
Net operating revenue (or deficit).....	\$539 79
Ratio of operating expenses to operating revenues (per cent).....	100.06
Commissarial service—operating expenses:	
I. Maintenance:	
DE 1. Dining and special cars—repairs.....	\$70,736 19
DE 2. Dining and special cars—depreciation adjustments.....	
DE 3. Dining and special cars—depreciation.....	5,756 82
DE 4. Other expenses.....	
Total—maintenance.....	\$76,493 01
II. Conducting commissarial service:	
DE 5. Superintendence.....	\$56,586 89
DE 6. Employees.....	166,252 79
DE 7. Fuel and supplies.....	563,244 80
DE 8. Injuries and damages.....	1,599 40
DE 9. Other expenses.....	4,125 64
Total—conducting commissarial service.....	\$791,809 52
III. General expenses:	
DE 10. Administration expenses.....	\$4,679 88
DE 11. Insurance.....	1,408 50
DE 12. Stationery and printing.....	7,383 96
Total—general expenses.....	\$13,472 34
Recapitulation of expenses:	
I. Maintenance.....	\$76,493 01
II. Conducting commissarial service.....	791,809 52
III. General expenses.....	13,472 34
Total operating expenses.....	\$881,774 87

## SUMMARY OF REVENUES AND EXPENSES OF AUXILIARY OPERATIONS AND OTHER PROPERTIES.—Concluded.

## OTHER PROPERTIES.

Manufacturing plants—revenues (or income):	
OR 1. Revenue from construction of cars owned.....	\$11,551,921 24
OR 2. Revenue from repairs of cars owned.....	190,311 49
OR 3. Revenue from construction and repair work for others.....	18,846,093 62
OR 4. Miscellaneous revenues (or income).....	2,439,382 84
Total revenues (or income).....	\$33,027,709 19
Total expenses.....	29,968,979 99
Net revenue.....	\$3,058,729 20
Ratio of expenses to revenues (per cent).....	90.74
Manufacturing plants—expenses:	
OE 1. Operating expenses.....	\$29,883,912 19
OE 2. Taxes.....	\$85,067 80
Total expenses.....	\$29,968,979 99

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## OTHER DEDUCTIONS FROM INCOME.

Nature of deduction.	Amount.
Columbus, Sandusky & Hocking R. R., F. M. Marriot, Recv'r. Suit Expense.....	\$306 45
Total.....	\$306 45

## HIRE OF EQUIPMENT.

Kind of equipment.	Name of lessee.	Number of units.	Amount.
Rents accrued receivable:			
Standard sleeping cars.....	Various railroads.....	153	\$9,083 75
Tourist sleeping cars.....	Various railroads.....	165	7,973 75
Total.....		318	\$17,057 50

## ANALYSIS OF REVENUE DERIVED FROM CHARTER OF CARS.

Kind of car chartered.	Basis of compensation.	Car-miles.	Car-days.	Amount of compensation.
Standard sleeping cars.....	Per diem.....	2,377,250	7,767	\$318,186 51
Tourist sleeping cars.....	Per diem.....	586,772	2,318	57,079 04
Private cars.....	Per diem.....	1,408,537	6,127	230,054 79
Other cars:				
Composite.....	Per diem.....	487,197	1,138	19,152 77
Parlor.....	Per diem.....	122,737	630	10,300 77
Total.....				\$634,773 88

## TAXES AND ASSESSMENTS.

State or territory.	Total.
Michigan.....	\$13,474 09
All other taxes.....	1,099,284 61
Total.....	\$1,112,758 70

## COMPARATIVE GENERAL BALANCE SHEET.

Assets.	June 30, 1913.		June 30, 1914.		Year ending June 30, 1914	
	Item.	Total.	Item.	Total.	Increase.	Decrease.
Cost of property and equipment..... (See note page 314. See also depreciation ac- counts on page 324)		\$135,903,886.05		\$144,673,625.48	\$8,769,739.43	
Stocks owned	\$6,956,064.18		\$5,848,261.90			\$1,107,802.28
Funded debt owned	2,209,103.50	9,165,167.68	2,205,995.35	8,054,257.25		3,108.15
Lands owned		7,468.22		7,722.72	254.50	
Cash and current assets:						
Cash	\$4,980,863.92		\$6,477,262.87		1,496,398.95	
Bills receivable	32,894.94		28,044.98			4,849.96
Due from agents and conductors	497,579.40		401,761.71			95,817.69
Due from solvent companies and individuals	1,284,723.13	6,776,061.39	1,499,285.26	8,406,334.82	234,542.13	
Other assets:						
Materials and supplies	\$4,334,705.31		\$4,135,956.87			198,748.44
Sinking insurance and other funds	283,282.38		319,064.48		35,782.10	
Sundries	234,383.80	4,852,381.49	12,014.10	4,467,035.45		222,379.70
Grand total		\$156,704,964.83		\$165,608,975.72	\$8,904,010.89	

## COMPARATIVE GENERAL BALANCE SHEET.—Concluded.

Liabilities.	June 30, 1913.		June 30, 1914.		Year ending June 30, 1914.	
	Item.	Total.	Item.	Total.	Increase.	Decrease.
Capital stock.....		\$120,000,000 00		\$120,000,000 00		
Current liabilities:						
Audited vouchers and accounts.....						
Wages and salaries.....	\$2,560,450 75		\$1,874,619 23			\$685,831 52
Dividends not called for.....	775,332 55		684,003 68			91,378 87
Matured interest coupons unpaid (including coupons due July 1).....	14,591 50		14,801 50		\$210 00	
Miscellaneous.....	80 00		80 00			
	3,071 11	3,353,575 91	3,097,390 24	5,670,894 65	3,094,319 13	
Other liabilities:						
Dividends accrued on capital stock.....		1,573,545 32		1,573,556 00	10 68	
Reserve accounts:						
Depreciation on cars.....	\$13,202,836 75		\$15,948,605 12		2,745,768 37	1,081,576 62
Depreciation account.....	1,081,576 62					
Reserve for accrued depreciation—Equipment.—Cr.....	12,761,745 77		16,242,639 01		3,480,893 24	
Reserve for accrued depreciation—Buildings, appurtenances and grounds.—Cr.....	482,501 17		532,618 45		50,117 28	
Insurance reserve fund account.....	283,312 35		306,304 71		22,992 36	
Other miscellaneous reserve accounts.....	32,077 36		34,541 11		2,463 75	
		27,844,050 02		33,064,708 40		
Profit and loss.....		3,933,793 58		5,299,816 67	1,366,023 09	
Grand total.....		\$156,704,964 83		\$165,608,975 72	\$8,904,010 89	

## EXPLANATORY REMARKS.

There is a variance between the balance sheet as shown above and the company's true balance sheet with respect to the items "Dividends Accrued on Capital Stock" and "Profit and Loss" by reason of the elimination of dividends accrued on stock in the treasury by instructions of the Commission.



## IMPORTANT CHANGES DURING THE YEAR.

Here give concise statements covering as follows: 1. All extensions or renewals of existing contracts with carriers covering the operation of cars. 2. All new contracts made with carriers covering the operation of cars. 3. All new association contracts entered into with carriers and extensions or renewals of existing association contracts. 4. All other important changes in operation. 5. All leases taken or surrendered. 6. All consolidations or reorganizations effected. 7. All new stocks issued. 8. All new funded debt issued. 9. All changes in the respondent's holdings of stocks and funded debt. 10. All other important financial changes. 11. All other contracts, agreements, arrangements, etc., concerning the operation of cars with other companies or with individuals.

## 1. Extensions:

The contract with the Southern Pacific Co. was extended to cover territory of San Antonio and Aransas Pass Ry. from April 1, 1912, to and including March 31, 1915.

A modification of Section 6 of Article 3 of the contract dated June 1, 1905, with St. Louis Southwestern Ry. and St. Louis Southwestern Ry. of Texas was agreed to, effective July 1, 1913, expires June 30, 1922.

Renewals.	Effective.	Expires.
Minneapolis & St. Louis .....	Feb. 1, 1913	Feb. 1, 1933
Missouri, Kansas & Texas .....	July 1, 1911	July 1, 1926
Missouri, Kansas & Texas of Texas and subsidiary lines .....	July 1, 1915	July 1, 1926
2. New contracts:		
San Antonio & Aransas Pass .....	Apr. 1, 1915	Apr. 1, 1930

## 3. None.

## 4. Vacuum cleaning of cars inaugurated at various points.

## 5. None.

## 6. None.

## 7. None.

## 8. None.

## 9. Stock and scrip of the Pullman Company; 136 shares acquired. Bonds of U. S. Steel Corporation; 3 bonds redeemed by the issuing company on May 1, 1914.

## 10. None.

## 11. None.

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## EMPLOYEES AND SALARIES.

Class.	Number on June 30.	Total number of days worked.	Total yearly compensation.	Average daily compen- sation.
<b>Maintenance:</b>				
Mechanics, electricians, seamstresses, repair- men, carpenters, shops' employees, etc.....	5,150	1,790,517	\$4,817,211 24	\$2 69
<b>Conducting car operations:</b>				
General officers and staff (superintendence)...	87	31,062	130,632 07	4 21
District superintendents, agents and staff.....	1,282	517,095	1,269,708 14	2 46
Conductors.....	2,311	867,240	2,588,810 07	2 99
Porters and maids.....	6,451	2,337,351	2,598,320 55	1 11
Train stenographers.....	5	1,897	4,387 95	2 31
Car cleaners.....	3,967	1,399,848	2,254,589 07	1 61
<b>General expenses:</b>				
General officers.....	27	9,782	208,134 12	21 28
Clerks and attendants.....	510	185,968	448,683 60	2 41
<b>Outside operations:</b>				
Commissary (superintendence).....	17	6,278	18,029 72	2 87
Agents and staff, conductors, waiters, cooks, etc.....	303	134,237	201,527 83	1 50
<b>Total (including general officers).....</b>	<b>20,110</b>	<b>7,281,275</b>	<b>\$14,540,034 36</b>	<b>\$2 00</b>
<b>Less general officers.....</b>	<b>27</b>	<b>9,782</b>	<b>208,134 12</b>	<b>21 28</b>
<b>Total (excluding general officers).....</b>	<b>20,083</b>	<b>7,271,493</b>	<b>\$14,331,900 24</b>	<b>\$1 97</b>
<b>Distribution of above:</b>				
Maintenance.....	5,150	1,790,517	\$4,817,211 24	\$2 69
Conducting car operations.....	14,103	5,154,493	8,846,447 85	1 72
General expenses.....	537	195,750	656,817 72	3 36
Auxiliary operations.....	320	140,515	219,557 55	1 56
<b>Total (including general officers).....</b>	<b>20,110</b>	<b>7,281,275</b>	<b>\$14,540,034 36</b>	<b>\$2 00</b>
<b>Less general officers.....</b>	<b>27</b>	<b>9,782</b>	<b>208,134 12</b>	<b>21 28</b>
<b>Total (excluding general officers).....</b>	<b>20,083</b>	<b>7,271,493</b>	<b>\$14,331,900 24</b>	<b>\$1 97</b>

## EXPLANATORY REMARKS.

When an employee's compensation is included in more than one classification in above he has been counted as an employee of the classification in which the greater part of his salary is included.

## OPERATING AND STATISTICAL STATEMENT.

Kind of car.	Number of revenue passengers.		Number of non revenue passengers.	Car-miles.	Car-days.	Average revenue per passenger.	
	Berth.	Seat.				Berth.	Seat.
Contract operations:							
Standard sleeping cars	13,074,309	3,613,914	16,688,223	540,992,306	1,582,931	\$2 46	\$0 55
Tourist sleeping cars	996,761	17,517	1,014,278	32,325	164,779	1 97	41
Parlor cars	none	7,875,705	7,875,705	76,539,801	353,514		65
Composite cars	95	108,746	108,746	13,401,907	40,194		47
Miscellaneous cars		7	102	1,444,271	7,507	2 25	56
Total—contract operations	14,071,165	11,615,889	25,687,054	696,851,158	2,148,925	\$2 43	\$0 62
Association operations:							
Standard sleeping cars	325,687	80,248	405,935	14,944,199	46,056	\$2 74	\$0 60
Tourist sleeping cars	94,424	1,340	95,764	5,993,806	14,402	1 98	42
Total—association operations	420,111	81,588	501,699	20,938,005	60,458	\$2 57	\$0 60
Total—all operations	14,491,276	11,697,477	26,188,753	717,789,163	2,209,383	\$2 43	\$0 62
Sleeping car operations		\$41,499,396 04					324 88
Revenues per car-mile		05782					5,478 85
Revenues per car-day		18,78325					
Sleeping car operations		28,115,721 60					26 74
Expenses per car-mile		03917					31 45
Expenses per car-day		12,72560					30 41
Net revenue (or deficit)		13,383,674 44					26 02
Net revenue (or deficit) per car-mile		01865					
Net revenue (or deficit) per car-day		6.05765					\$18,878 22
							146,000 00
							113,000 00

## EXPLANATORY REMARKS.

The car-miles and car-days of chartered cars are included in the statistics above, but the number of passengers carried in such cars is not included for the reason that such cars are leased for rates that do not depend upon the number of passengers carried in them and we have no accurate record of such passengers.

## DESCRIPTION OF EQUIPMENT.

EQUIPMENT OWNED OR LEASED IN SERVICE OF THE RESPONDENT.

Item.	Number on June 30, 1913.	Number added during year.	Number retired during year.	Number on June 30, 1914.	Number fitted with—	
					Train brake.	Automatic coupler.
<b>Equipment owned:</b>						
Standard sleeping cars.....	4,772	492	169	5,095	5,095	5,095
Tourist sleeping cars.....	728	67	12	783	783	783
Parlor cars.....	1,103	109	69	1,143	1,143	1,143
Dining cars.....	14			14	14	14
Chair cars.....						
Composite cars.....	130	6	16	120	120	120
Private cars.....	36	5	3	38	38	38
Miscellaneous cars.....	1		1			
<b>Total in service, owned.....</b>	<b>6,784</b>	<b>679</b>	<b>270</b>	<b>7,193</b>	<b>7,193</b>	<b>7,193</b>
<b>Equipment leased or otherwise acquired:</b>						
Tourist cars leased from N. P. Ry.....	61			61	61	61
Lake Shore & M. S. Ry.—Composite.....	10		2	8	8	8
Michigan Central R. R.—Composite.....	10		6	4	4	4
N. Y. Central & H. R. R. R.—Composite.....	14		1	13	13	13
Richmond, F. & P. R. R.—Kitchen.....	2		1	1	1	1
Lehigh Valley R. R.—Composite.....		3		3	3	3
<b>Total in service, not owned.....</b>	<b>97</b>	<b>3</b>	<b>10</b>	<b>90</b>	<b>90</b>	<b>90</b>
<b>Total in service.....</b>	<b>6,881</b>	<b>682</b>	<b>280</b>	<b>7,283</b>	<b>7,283</b>	<b>7,283</b>
<b>Number of cars of steel construction:</b>						
Standard sleeping cars.....	1,417	492		1,909	1,909	1,909
Parlor cars.....	279	109		388	388	388
Composite.....	57	6		63	63	63
Private cars.....	5	5		10	10	10
<b>Total.....</b>	<b>1,758</b>	<b>612</b>		<b>2,370</b>	<b>2,370</b>	<b>2,370</b>

## EXPLANATORY REMARKS.

The revenues and expenses of cars shown above as owned by N. P. Ry. are included in operating revenues shown on page 316 and operating expenses shown on page 320, summarized on page 315. The revenues and expenses of cars shown on this page as owned by the L. S. & M. S. Ry., the Michigan Central R. R., the N. Y. C. & H. R. R. R., the R. F. & P. R. R., and the L. V. R. R., are included in the Commissarial service accounts, page 321.

All the cars of The Pullman Company are fitted with either Westinghouse or New York train brakes and none are fitted with automatic air, steam and signal hose couplers.

In addition to the "Number of cars of steel construction" as shown above, the respondent corporation owns the following cars equipped with steel under frames: Standard sleeping cars, 476; parlor cars, 253; composite cars, 44; private cars, 7; dining cars, 4; tourist cars, 210; which are included under item "I. Equipment Owned."

## STATEMENTS OF DIVISIONS, DISTRICTS AND AGENCIES.

Superintendents located at—Houston, Tex.; New York, N. Y.; Philadelphia, Pa.; San Francisco, Cal.; St. Louis, Mo.

Districts—Albany, N. Y.; Atlanta, Ga.; Baltimore, Md.; Boston, Mass.; Buffalo, N. Y.; Charleston, S. C.; Chattanooga, Tenn.; Chicago, Ill., Western; Chicago, Ill., Central; Chicago, Ill., Eastern; Chicago, Ill., Southern; Cincinnati, Ohio; Cleveland, Ohio; Denver, Colo.; Detroit, Mich.; El Paso, Tex.; Jacksonville, Fla.; Jersey City, N. J., Northern; Jersey City, N. J., Southern; Kansas City, Mo.; Los Angeles, Cal.; Louisville, Ky.; Memphis, Tenn.; Mexico City, Mex.; Montreal, P. Q.; New Orleans, La.; New York, N. Y.; Norfolk, Va.; Omaha, Nebr.; Pittsburgh, Pa.; Portland, Ore.; Richmond, Va.; Salt Lake City, Utah; San Antonio, Tex.; St. Paul, Minn.; Seattle, Wash.; Washington, D. C.

Agencies—Albuquerque, N. Mex.; Asheville, N. C.; Billings, Mont.; Birmingham, Ala.; Columbus, Ohio; Dallas, Tex.; Ft. Worth, Tex.; Galveston, Tex.; Grand Rapids, Mich.; Hoboken, N. J.; Indianapolis, Ind.; Little Rock, Ark.; Minneapolis, Minn.; Montgomery, Ala.; Nashville, Tenn.; Oklahoma City, Okla.; Ogden, Utah; Pocatello, Idaho; Pueblo, Colo.; Savannah, Ga.; Shreveport, La.; Spokane, Wash.; Toledo, Ohio; Toronto, Ont.; Tucson, Ariz.; Weehawken, N. J.; Wichita, Kans.; Wilmington, N. C.

## OATH.

STATE OF ILLINOIS, } ss.  
COUNTY OF COOK.

We, the undersigned, A. S. Weinsheimer, Secretary, and Wm. Hough, General Auditor, of The Pullman Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth; so far as the same were required to be kept by the Interstate Commerce Commission; and we further say that no deductions were made before stating the operating revenues herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made, as the accounting rules of the Interstate Commerce Commission required them to be kept; to the best of our knowledge, information, and belief.

A. S. WEINSHEIMER, Secretary.  
WM. HOUGH, General Auditor.  
(Officer in charge of the Accounts.)

Subscribed and sworn to before me this 29th day of September, 1914.

ALBERT F. LORING,  
Notary Public.



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